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THE

HONGKONG, FRIDAY, OCTOBER 6TH, 1905.

ESTABLISHED 1857

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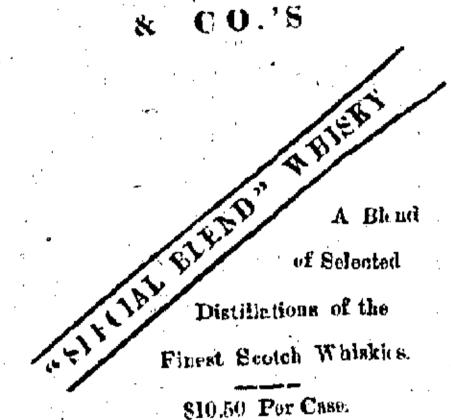
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Hongkong, 4th October, 905.

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one side of the paper only. No anonymeusly signed communicat o is that have already appeared in other papers will be inserted. Orders for the copies of DAILY PRESS should be sent before 11 u.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Telegraphic Address: Piess. Codes: A.B.C. 5th Ed.

Lieber's P.O. Moz. 33. Telephone No. 12 HONGKONG OFFICE: 10A, DES VŒUX GOAD CI. LONDON OFFICE: 131, FLEET STREET, E.C.

Ноноконо. Остовев 6тн, 1905.

News of an unpleasant character with respect to the Chinese immigrants into South Africa has of late come to hand. It appears that there have been more then one attack upon isolated country homestoads in the Transvaal, made by bands of Chinese desperadoes, who have contrived to escape from the compounds in which they are supposed to be confined; and that in some instances they have perpetrated not only robberies but also murders. The matter has naturally exercised the authorities in the Transvaal considerably and no efforts had been spared to bring the perpetrators of the outrages to justice. The event is certainly very unexp cted; and it forms a warning of the care that is required in dealing with Chinese even in the most ordinary way, when there is any opportunity of combined action on their part. The matter, as might be expected, has been seized upon by those Japanese treaty. who have all along been opposed to Chinese immigration to denounce the system as a whole, and to point once more to the iniquity of introducing the Asiatic labourer into the South African mines. These denunciations, it is needless to say, go far beyond what is really warranted by the occurrences; but, at the same time, it is impossible to ignore that the incidents draw attention, in a painful way, to a somewhat serious aspect of the matter which has, not altegether unnaturally, been overlooked. The idea of there being any serious danger of attacks of this kind by Chinese upon Europeans in a country governed by Another month of the same progress will see the latter might fairly be considered by Sir Ewen as well as ever he has been.

those acquainted with Chinese habits and instincts as an unlikely contingency. The Chinese as a rule have a wholesome fear of coming within the reach of justice, and in any places where Europeans are in the ascendant, they are as a rule, little inclined to resort to violence against the foreigner. In the interior, where the Chinese are in overwhelming majority and where they have every hope that their authorities will be slow to punish them for attacking possibly some isolated mission station or some unprotected traveller, they are inclined to violence often, as we know by painful experience of n serious character. This is, of course, easily understood; but it is something new to find such action resorted to in a Colony under the British Government. A consideration, however, of the nature of the country will to some extent explain how such an idea may have entered the heads of some of the immigrants in the Transvaal. Up to the present day the farms in that country are separated by wide distances, many of them; FIGHIS ALE, b ewed expressly for ROBERT | indeed, being almost isolated, so that in the PORTER & Co., Limited, is bottled event of any attack made by numbers, it is impossible to obtain any effective assistance. under a special system which enables the best | This fact would be easily discovered by any rascals who might form part of the immigrants; and it would not take them long to perseive that the conditions of the country afforded imacauders just the opportunity that the Chinese so much like, that of joining together to attack a few Per Case 4 doz, qts. \$18 Per doz, qts. \$1.59 defenceless individuals far inferior in num. bers. Some of the poorer small Dutch homesteads are, if taken unawares, entirely at the mercy of any attacking band, and the temptation seems to have been too much for some of the men who had got away from the compounds to which they were supposed to be confined. Naturally the question arises how it was that these men were able to absent themselves without being discovered. On the principle usual in all such cases of shutting the stable door after the horses have been stolen; rigid investigation was made after the single order was so secured either from Russia latticks upon the farmers as to the whereabouts of the Chinese supposed to be on the mines. The result of the enquiries was certainly-not-reassuring, it pears to be in sum the exact meaning of the being found that some hundred's were missing. Why the precaution of duly "calling the rolls" was not resorted to before, it is difficult to surmise. It is useless to regret that so obvious a precaution was not taken; but at least it may be considered certain that it will not be overlooked in the future; and it may be hoped that this, combined with more vigilance, and also with the probable capture and punishment of the miscreauts, may prove sufficient to put an end to the danger, which certainly appeared at first sight to be alarming. The number of men who have contrived to get away from the compounds seems to point to the fact that there must have been many rascals who have joined with the bona fide labourers with the distinct object of getting free of restraint at the first opportunity and entering upon a career of robbery and violence. No doubt these geniuses put their heads together on board the ships which brought them from China: and were thus able to combine at an early date after their arrival to carry out their schemes. Fortunately there are persons result follows with more regularity in those upon the spot well acquainted with Chinese ways, at the head of whom is Mr Jamieson, formerly of the Consular Service in China; and no doubt it will he found possible to devise means which will check attempts of this nature in the future; the chief of which, of course, will be ascertaining, by careful enquiry, who among the Im -

> London reports a strong demand for Japanese louns since the publication of the Anglo

> migrants may be regarded as au picious or

increasing vigilance both in the mines and

among the police which, it is to be hoped.

will have the effect of making further out-

rages of this nature sufficiently hazardous

to put an end to their being attempted.

The King has been pleased to approve of Don J. Gascon Gonzalez de Bernedo as Consul of Chile at Hongkong.

Major Charles Dudlay Royder, Royal Engineers. has been awarded the Distinguished Service

The Sultan of Morecco has given way to France on all points. He has applopised to the French envoy, indemnified the a restea Algerian, and d smissed the offen ling kaid.

A Loudon paper says :- Sir Ewen Cameron has continued to make excellent progress, and is now able to indulge in grouse shooting for half a day at a time without under fa igue.

The French Mail of the 5th September was delivered in London on the 4th inst.

There is a report that General Linievitch will be appointed Viceroy of the Far Fast.

The Petit Parisien says that several of the interned Russian warships are to be sent to Toulon for repairs.

An amusing St. Petersburg telegram says the tures buttleships. Andrei Pernosvanni, Imperator Pavel and Ivan Zlatoust e mail by completed because the engines are too big for the lulis.

The Lokalanzeiger reports from Dar es-Salaam that Lieutenant Marwitz, of the East African Protectorate troops, has totally defeated the rebels in the Kilwa Hinterland. The enemy had 40 killed and many wounded.

A Foreign Office paper has been issued containing the Convention between the United Kingdom and China respecting the junction of the Chinese and Burmese telegraph lines, being a revision of the Convention of Sept. 6, 1894 (Treaty region No. 9, 1895.) Signed in Eligible and Chinese texts at Peking, May 23, 1903.

Lord Chacles Beresford has created an immense stir in the Mediterranean fleet by the i-sue of a new order. With a view to ensuring department, he has orde of the prosecution of influence. an engineer-commander for "hot bearings." This is the first court-martial known for this | GERMAN TRADE IN THE FAR EAST. offence, and has caused much discussion in the

Mr. Deakin, the Australian Fed ral Premier. states that the contract labour clause of the Immigration Act is to be reconsidered in connexion with the policy of attacting population. Mr. Walson, the Labour leader, consents to the taking of this course provided that the effect of the amended clause will not be to supplant strikers, and that contracts will not be made at | valley. rates of wages below those ruling in Australia.

Americans are eagerly discussing the probable influence of the peace upon business in the Far East. There is agreement in the belief that there will be a prodigious been seener or later, but those best qualified to weigh the probabilities, think that it will not come before the middle of next year. The Peace Enveys were pestered by concession hunters and would-be contractors, but it is safe to say that not a or Japan.

M. Clémonceau, writing in the Aurore, says: -Division between two in China! That apnew alliance. It is a marvellous strategic position which Great Britain takes up in face of Germany; and for Japan it means absolute secu ity in the future. It would not be suprising if this last consideration was what induced Japan to sacrifice her eventual pecuniary interests in order to conclude a peace, the results of which, as regards both the present and the future, exceed all that could have been

Messrs. Walker, Lambe and Co.'s China Tea Market Report (Sept. 8) states: -Public sales comprised 83 balf-chests Kintuck, and 104 half-chosts Red Leaf. Panyongs seld at 41d. and Southongs at 6d. The market has remained steady in the better grades with only a limited sale. The first arrivals of Oolong have attracted at ention, the quality being considered good. Prices have ranged from 1s. to 2s. 6d., with higher prices for exceptional parcels. Second crop Niogchows have been sold up to 7d. per lb. Panyongs about maintain recent quotations, and fine to finest g ades a e asked for. Common Kaisows, both old and new s ason's, are being sold at 44d. and 41d, per lb., but not on a very active market.

The Bankers' Magazine says: -As time goes on there is an increasing tendency for the rate for the use of money to become more uniform over all civilised countries, and naturally this countries in which the conditions of trade and the general run of profits are most uniform-We can hard y expect the rate charged for advances in a newly settled country, which is in a rapidly growing and progressive state, and in which the demand for the use of capital exceeds the local supply, to correspond exactly with those of a country like England, or France or Germany, in which there is usually if not always, a sufficient amount of loanable capital to meet all requirements. dangerous characters. Meantime there is

TERRIBLE BALLOON ACCIDENT.

The well-known American aeronant Baldwin was blown to pieces by dynamite in mid-air at a place call d Greenville, Obio, on the 1st Sept. The tragedy occurred in the presence of a holiday crowd of 25, 00 spectators, including the aufor unate man's wife and two child on. It is stated that fragments of his remains were found 1,000 feet apart. This tragic event occurred while Baldwin was endeavouring to illu-trate his argument that balloomsts in time of war might render aid by dropping dynami e. Ba dwin ascended, taking with him eight sticks of dynamite. When the balloon was a mere spec in the air it suddenly broke out in a huge In recognition of his services in Thibet, cloud of smoke. It is presum d that the acronaut prepared the dynamite for his experiment will necess, He was well known throughout free of charge." the United States.

TELEGRAMS.

DAILY PRESS" SERVICE.

SENSATIONAL AFFAIR IN CANTON.

Shameen, 5th October.

Chanting Shang's house at Powahching Chung Yenk was surrounded by 100 police braves by order of the endcavoured to escape with jewellery but was frustrated. All his properties in Canton have been seized.

> TREUTER'S SERVICE. RUSSIA AND THIBET.

V LONDON, 3rd October.

Col. Kosloff, a Russian general staff officer, has just returned to St. Petersburg | refitting the shop after the colebrations are from Thibet where he visited Urga and saw lover. the Dalai Lama, whose one sole aim according to Col. Kosloff, is to secure the the utmost possible efficiency in the engineers' | independence of Thibet and remove English

LONDON, 3rd October.

been published in Berlin, emphasizes the successful competition of German with English shipping, and declares that the Germans are ousting the British even from

CHINESE IN THE TRANSVAAL.

LONDON, 3rd October. Repeated night attacks by bands

wandering Chinese miners on isolated houses in the Rand are causing grave uneasiness.

RUSSIA.

London, 3rd October. A Ukase orders the immediate preparation of regulations for the election of the national Dama.

> JAPANESE AND EASTERN CORPORATION.

LONDON, 3rd October. Subscriptions are invited for £1,000,000 debentures of the Japanese and Eastern Corporation formed in London, to invest capital in Japan and the Far East to assist

UNIVERSAL PENNY POSTAGE.

the industrial development of the country.

Vienna, 7th September. Mr. Henniker Heaton, M.P., left Vienna this evening after some days of encouriging intercourse with the Austrian authorities in regard to the eventual establishment of universal penny postage. With the courtesy for which the higher Austrian officials are noted, they have examined Mr. Henniker Heaton's suggestions and have entered into his views in a spirit of warm appreviation. The chief organs of the Press and some leading business men have likewise supported Austrian league for the furtherance of his plan. Although, for obvious reasons, Mr. He niker Heaton has not at this moment been able to approach the Hungarian outhorities, there is ground for the supposition that the matter will presently be brought to their notice. Their well-known eagerness to make their postal and telegraphic arrangements a model of modern . Miciency is regarded as a guarantee of their willingness to co-operate heartiy with England and other countries as suon as the schome for international shape.—Times.

AMERICAN TRUST METHODS IN NEW ZEALAND.

W. Hington, 6th September. The operations of the American Harvester Trust are se ionsly menacing the prosperity of the New Z aland implement maters. The Trust's remorseless teties of annihilation and absorption, combined with the easier labour conditions which ob ain in America, the est a destruction of the local industry within five years. The manufacturers recognize that a protective tariff of even 20 per cent, would be of no avail.

A deputation to day asked the Government to prohibit the Trust f om doing busin-ss in New Z aland. The Promor, in reply, asked if the deputation wanted war with America. H. did not think, he continued, that America would s and such a prohibite n nor would the country. members agree to a probibitive tariff but so nething might be done if the local manufacturers agreed not to raise their prices. He in imited that the Government would proceed with the Monopolies Prevention Bill.

THE RUSSIAN PRISONERS IN JAPAN.

Renter's Liverpool repr sentative states:-"The names of a num er of British stanmers have been put forward for the conveyance to their own country of the Russian pris ners and the explision was prema ure. The crowd | ow in Japan. Information that has reached believed that the usual experiment had taken | Liverpool reports that the Germans are again to place, but Mrs. Bedwin suspected a travedy. the fore in providing to mage for the Russ at She ser amed and fainted. At first little pecks requirements—in fact, it a said that through were see in mid-ir, and then a awful shower the influence of a German Prince, the Hamburgde- ended in which pieces of the balloon and a American Line has been able to secure a large human body were mingled indiscriminately. It part of the contract for the transport. The is impossible to say precisely how the explosion; terms are report d to be 165 roubles p r head occurred, but probably while Baldwn was for convagance from any Japanese port to the adjusting the primer to one of the sticks of Black Sea. From one telegram received in dynamite. Baldwin was the build-r of the Liv rpool, it appears that where a transport is balloon used by Mr. Kuabenshue recently in his engaged to carry saidiers at so much per head, experiments over New York. The unfortunate it is stipulated that the officers accompanying acronant had made several similar ascents, them, to the number of between 20 and 30, are previously, discharging dynamite in mid-air to be provided with improved accommodation | Channel and the N. part of the China Sea.

CANTON

[FROM OUR CORRESPONDENT.]

2nd October.

THE CHUNG YANG PESTIVAL. Saturday next the 9th day of the 9th Moon is the Chung Yang Festival. Great crowds of Chinese visit all the high monuments in town or go to the neighbouring mountains, as it is believed that good formule is in store for those who got nearest to the heavons on that auspicious day. The five story pageda and the hill on which stands the temple of the Goddess of Mercy are the favourite spots for Viceroy. His eleventh concubine these unable to leave town or too weak to climb the White Cloud Mountains.

> A CURIOUS CUSTOM. During the 8th and 9th Moons the different districts of Canton celebrate the feast of the God of Fire. The streets are livishly decorated with lanterns, flowers and large chandeliers which are brilliantly illuminated at night. A small theatre is erected in one of the shops which has to be demolished for that purpose. Every year a different shop is selected by lot and the district corporation pays the cost of

VICEROY SHUM. Vicercy Shum's health is now completely restored and although His Excellency is still on sick l-ave, he p-rsonally attends to all important matters.

3rd October.

JAPANESE IN KWANGTUNG. Whereas two or three years ago but a few A glowing account of the development of | Japanese were to be found in this province German trade in the, Far East which has there has since been a steady increase in their number. It was natural to expect that this rich southern emporium of China would sooner Signs are not wanting either, that the islanders have not been idle of 1 to. The military colleges Hongkong, Singapore and the Yangtsze | are entirely under Japanese management; over Japanese army, have been engaged within the the southern army. The inval college at

20 instructors, all picked officers from the last twelve months and are fast reorganising Whangpon is also under Japanese supervision and a staff of Japanese teachers are instructing the numerous scholars who attend that institution. The telephone exchange is in Japanese hands, and a Japanese advisor was att-ched for some time to the local Board of Education. Things Jupanese are to be seen in every street. The war between Russia and Japan and the prestige gained by the victorio is Japan has given an impetus to trade and created a demand for Japanese articles hithertou iknown on the market. The adoption of a semi-foreign uniform by the military cadets has created a demand for caps (made in Japan of course) and a new word has been added thereby to the Chinese vecabulary, the word Ki-pu. Lads and men who have no connection whatever with the military institutions are to be seen in the streets wearing this western head-gear supplemented generally by a pair of foreign shoes. It is curious to note that after so many years of constant intercourse with foreigners the adaption of these western forms of coiffure, etc., should be introduced turougu Japanes- influence. Japanese Cinematographs and Dioramas are exhibiting war pictures calculated to rouse patriotism in the breasts of their Chinese patrons. Chinese booksellers' stalls are overflo ing with Japanese books and pamphlets An active propaganan of Japanese influence is made in all quarters of the town, and if the same activity is displayed in all the important centres of China, the Japanisation of this huge him. There is a prospect of the formation of an empire will at no distant date be a fait

CABINET MINISTERS. Ministers of the Cabinet, viz: Wong Man Shui | the firm to ascertain what according to rebeilion in Kwang-si has been quelled.

THE ROYAL SANITARY INSTITUTE

HONGKONG BRANCH. At the Sanitary Inspectors' Examination held by the above named Institute on October 2nd and 5th the following condidates we e recommended for certificates: Mossrs, Robert Duncan Charles Edward Frith, Donald John McKenzie. and Joseph Blake Winter.

The examiners were the Hon. Mr. W. certainly be duplicated in other Far Eastern Chatham, Hon. Dr. Francis Clark, Hon. Mr. places. He says :- While my wife was making H. E. Pollock, Dr. W. W. Pearse, and Capt. Fitzwilliams.

Mr. A. Gibson was secretary, and Mr. A. Carter moderator.

WEATHER REPORT.

The Hougkong O servatory yesterday issued

the following report :--On the 5th at 12 5 p.m. The birometer has fallen at a Istations perticularly over N. China. Pres ure is low apparently, over Manchuria, and also over the Pacific, probably to the S. o. the Lucchnes.

Returns from the Japaness stations are however, lacking. Pressure is highest over Cen rel China. Gradients are slight to moderate and fresh mons on may be expected in the Formous

Forecast :-- Moderate to fresh N. winds ; fair.

DES--VOEUX--ROAD-FIRE INQUIRY.

The inquiry into the circumstances of the recent fire at the Cheung Lee furniture store was resumed yesterday afternoon before Mr. F. A. Hazeland, Mr. H. W. Looker appeared for the Fire Insurance Companies interested, and Mr. Beavis watched the interests of the owner of the shop.

The muster, recalled, stated that on the first and second floors of both houses were stored the farniture, and that on the second floor the men were engaged making pieces of furniture. Some of the mon slept there and some on the veraudah. Some of the workmen used to sleep on the floor of No. 31 before they ran away. The second floor was as full of furniture as the first. He paid the fokis their wages before they ran away. He attempted to persuade them to stay, but they would not stay. He could not remember whether any wages were owing to the fokis before they ran away. Witness was told to look at the books. Most of the fokis who ran away had overdeawn their wages. There was some electric plate on the first floor, cortainly not more than tan pieces.

Mr. Looker-How is it, when you have such a hazy idea of what the premises contained, you are so definite as to the amount of damage?

Witness-It is only approximate. Mr. Looker-You say the dom. go amounted to \$20,000 and when we ask for details you cannot furnish them.

Witness -- I cannot renember every article!

Mr. Looker-You are not asked to. Witness added that the value of the goods dimaged on the first floor was over \$1,000 and on the second floor was between \$2,000 and \$3,000. The goods on the ground floors were samples. Both floors were fully sticked. He or later become a centre of Japanese activity. | could have placed more there but the appearauce would not have been improved. The samples were all finished articles, every one being ready for sale.

Mr. Looker-I put it to you that the bulk of furniture of this description on the ground floors was in a very unfinished condition and the larger portion of it unvarnished and unpolished and in the rough?

Witness-I ounnot remember. No. That is not a fact?-No.

You are quite clear about that?-Yes. Do you go so for as to say it is quite untrue?

I believe the bulk was ready. I am not asking you that. Do you go so far es to say it is untrue that the bulk of the furniture was in an unfinished condition?---

It is untrue. None of the goods on the ground floor were destroyed by fire?-They were covered up: don't know.

You have seen the ground floor since the fire?—Two days afterwards. There are a large number of things no more covered up than this table?-I just took a

glunce at them. At least half on the ground floor is not covered up by debris ?-Yes.

Nor are they in any way burnt?-I don't Did you notice the pictures were still hanging on the walls of the ground floor unburnt?-

They were broken. Turning to your escape. Which pipe did you get down?-The place where water is put.

Where did you land?- In the lane at the back. Did you scoreh your face by rabbing it against

the pipe.—No.

How?--I do not know how?

By Mr. Beavis-He had inside the shop a notice board requesting customers to go upstairs to see the farniture.

Cheong Shan Ping, an amountant, employed Local authorisies received private letters by Messrs. Sander, Wieler and Co. Kowloon, from Peking saying that two of the present said he had gone through the books of and Lak thenng Lum are about to resign them was the value of the stock at the time of their posts on account of their opinions clashing the fire. He had considerable experience in with those of their colleagues. Most of the | that kind of work. If the books were correct. officials at the Capital recommend-Vicecoys | the value of the stock at the time of the fire universal penny postago shali havo taken definite Yu n Shih Kui, Soum Chun Sheun and Sik was \$48,00 odd dollars. According to the Liang to fift up the vacan ies should they books the value of the silver gilt ware was occur. Ac ording to general opinion Vicercys | \$1,293, and the blackword \$1,427. The books Yuan-Shih Kai and Sik Liang will not be able were properly kept, and he could tell from them to leave their posts, the former being at the the dates when the goods were received. He head of the Pei-Yang army and the latter had seen a valuation of the stock in the books having the rebellion in the Sze-Chuen district and, compared with the goods in other shops, to suppress. Most of the officials favour the valuation was higher. For instance the Vicercy shum's appointment to the post as valuation in the house was \$75 for a certain his hands are practically free now that the satisfe but in other shops it was only \$60. He made inquiries at other shops and the differenc. in price applied to other go ds in the shop. He could not tell definitely from the books what stock had been delivered in and what had been sent out since the Chiness New Year, because there were no dates at all in the arrival book. The inquiry was adjourned until to day.

EXCHANGE AND SHOP PRICES.

A Singapore "clerk" tells a tale that could some purchases in a large Chi lese Ishop in Circular Road, during the early portion of the w ok, one of the cl-rks had the impudence to make the most astounding statem at that their prices were still high owing to the rate of exchange. This "trick of the trade" sught to be played out by this time. I have heard if said that when the Americans put a tariff on g ods in the Philippines, the shap-keepers immediately added double the amount of the tariff to the price of their goods, telling their customers that the new tariff made such prices necessary though goods upon which no tariff was placed nore mark dup along with the rest. Thus the American administration there has wen a had name which it has not altogether deserved. It is the same with the fluctuation of exchange here The shop keepers lose nothing by it. When the dollar loses its value prices yo up, and when the dollar goes up few of the shops take the honest p sition of Messrs. John Little & Co. Instead they rear the profit. The poor wage-earner stands the

## POLICE COURT.

Phursday, 5th October. BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

DYSTITUTE.

A seaman námed John Downie was brough up on a charge of failing to return to the House of Detention. On entering the Court he Legan to weep and between his sobs he told the Magistrate that be had no friends here and no one to whom he could go for work. It was stated by the p lice that he had been found begging, and he was sent to prison for one

UNLICENSED SAMPANS. The owners of eleven sampans were fined \$2 each for not having the necessary licences.

RE-HEARING, The application of Mr. Stephens, solicitor for a re-hearing of the charge against four chair coolies for persistently soliciting patronage after being warned to desist, having been granted, the case was re-heard, but his Worship upheld his former decision.

BEFORE MR. G. N. ORME (SECOND Police Magistrate).

GRATITUDE. Au Indian constable, who saw a fellow countryman drunk and staggering on the Praya and in danger of falling into the sea, went to caution him. His friend'y offices were not appreciated and the drunken man turned on him and assaulted him. For this offence he was fined 83 or seven day's imprisonment.

BANISHMENT. A native who had returned from banishment was sentenced to one year's imprisonment an six hours' stocks.

Another, charged with being a rogue and a vagabond, was committed for three weeks hard labour and ordered to be benished.

A SAILOR'S DISAPPEARANCE.

BODY FOUND IN THE HARBOUR.

The body of the sailer, who was reported by a comrade to have thrown himself into the off to their ship, was found on Wednesday night Nithedale.

An inquiry into the circumstances of his lightly. th was conducted yesterday afternoon by Mr. F. A. Hazeland at the Magistracy.

P. C. Lanigan said that on the 4th inst. at 6.40 p.m. he found floating in the harbour the body of a mun opposite Bank Wharf. He took it to the mortnary, where it was identified by J. Montagu and J. Paterson as that of Victor

Firetten. Inspector Langley said that about 2 a.m. on the 3rd inst. a report was made to the Central Police Station by one Charles Eveling of the Nithedole to the effect that at 1.30 a.m. on the 3rd inst. while he and his shipmate named Brotten were sitting on the Praya Wall near also produced a letter from the captain of the where friction has occurred. vessel to the Harbour Master reporting that Brotten had deserted his ship. The letter was

dated 3rd inst. Victor Brotten, was an able seamon on the

same ship. The inquiry was adjourned for the attendance of the doctor.

COUNTY CRICKET.

On September 6th, county cricket ended for the season. The promotion of Northampton. shire increased the number of competitors for the championship to sixteen. In all, 96 match s were played, the game between Survey and Lancashire at the Oval having, thr ugh rain, to be abandoned without a ball being bowled. Of this number, 113 were played out. 55 left drawn, and one-between Surrey and Kent, last week, at the Oval-ended in a tie. In going up from second to first place Yorksbire, despite the s crifices involved in the Test matches, can show a far finer record than they had last season, only losing one more match and doubling their numb r of victories. Lancashire, unbeaten in 1904 have lost three matches, and their wins have gone down from 16 to 12. Sus-ex have increased their victories from 5 to 13, and, as before, have been beaten four times. Perhaps the most notable point about the county cricket of the season has been the revival of Surrey. Only fifth from the bottom of the list a twelvementh age, they have taken fourth place with 14 wins and 6 defeats in 27 matches. Among the leading teams the one marked falling off is shown by Middlesex. Champions in 1903 and fourth last year, they have sunk to a very modest position.

# CONFESSION OF MURDER.

taking poison in the Calcutta lock-up on the 7th instant after being run in by the police. letters he blamed the Calcutta police for not searching him properly. He said he had paid over R4,000 in tipping the Upper Provinces police to leave him alone, and that on the 2"th 22nd Minnesota Regiment (at Manile) because the latter threatened to prosecute him for forging his name to a cheque. The deceased was never suspected of this crime. Booth thus describes the crime in a written confession: "To save myself I went to San Miguel saloon and saw him (Captain Ingleton) sitting at table. I drew upon him and shot him and, in the confusion, made my escape two days after. I was given 48 hours to leave P. I. (Philippine Islands). On account of my connection with the Telephone Committee in Singapore they had not the slightest suspicion that I was the author of the deed. I left Manila for China, not being quite sare whether the Americans would anspect.

# HAMBURG.

(PROM OUR CORRESPONDENT.

Hambarg, 5th September. AN EVENTFUL WEEK.

foremost in importance stands the conclusion of peace, or at least of the preliminaries between Russia and Japan at the conference at Portsmouth. The news came upon everyone as a surprise, for during the proceding few days the prospects looked snything but promising and a resumption of hostilities in real earnest was generally expected. Thanks, however, to the good offices of President Roos velt and the magnenimity and cound sense of the Mikado's government the difficulties were overcome and the whole world, with the exception of the Japanese people, who feel disapp inted at the encrifice of so large a part of the fruits of their victories, rejoices that the war has come to an end. Whether Russis can claim a diplomatic victory is to my mind perfectly immaterial, but one cannot help admining the government at Tokyo for the moderation it has displayed in its hour of triumph. Pre-ident Roosevelt's untiring efforts in the interest of peace are acknowledged by all as deserving of the highest praise, and I am glad to see that the Kaiser, too, has been exerting himself in the same direction, contrary to the rumours spread after his interview with the Tsar at Borskoe. The reply of the President to his congratulatory message leaves no doubt on the subject.

What the effect of peace will be on trade must be left an open question; no doubt the wastage caused by the war has been enormous and in both Russia and Japan the armies will have to be re-quipped and the stores of war material replenished; railways and reads will require repairing and perhaps relaying, &c., &c., but then we know that rast supplies of all kinds -This town need fear no repetition of the sad have been accumulated by both beligerents, events of 1892, as the saniary arrangements part of which may be used for the purpose, leave nothing to be desired and the water is oc whilst the remainder, if thrown on the market, the purest, being carefully analyzed every will cause a glut of commodities for the time | morning at the pumping and filter stations. being. Moreover the war has been a great strain on the finances of both countries and hartenr for'y on Wednesday morning while the two governments may new prefer to prothey were waiting for a sunpan to take them | ceed slowly. As to the people, themselves, their purchasing power must have diminished, and only following ships now compose it :- Diadem, off Pottinger Street sters. His name was the future can show their recuperative strength Victor Brotten, and he was a seaman on the The disturbed state of the Russian empire is an adverse factor that should not be treated

The expedition of the British fleet to the Baltic, and the kindly reception it met with at all the ports visited on the way has also been an event of some import nee, inasmuch as i may be hoped to tend to produce a better understanding between the English and German nations and to allay those teelings of mutual irritation that have prevailed for some time and were becoming seri us. The courtesy shown by and Ctio, Commander H. D. Wilkin, D. O.; the Kaiser, in ordering his fleet to interrupt its manœuvres in those waters and to meet the British one at Swinemunde, has met with due acknowledgement from the press and public in Pottingo Street Wharf waiting for a sampau | England and proves once more that the to take them on board their ship Brotten sud- | Emperor is essentially a man of peace, desirous dealy jumped into the harbour, and he did not | of maintaining friendly relations with us and see the body come to the surface. Witness all other powers and ever willing to conciliate

THE YULKAN WORKS. But a truce to politics! Swinemunde the sepport of Stettin, reminds me of the new Joi n Paterson, seaman on board the Nithedale, | departure of the Vulkan Works there. The part evidence of identification. The deceased, proposal to transfer part of the establishment to the Elbe, mentioned in my last, has been submitted to a general meeting of the company on the 30th alt, and adopted after an enimated debute, by a majority of over five to two. The lease by which the Hamburg Senate lets an area of about twenty acres to the company for a term of fifty years against an annual payment of 50 pfennig per square moter for the first twenty five years, and of 70 pfennig about 33d. for the second twenty five has lready been drawn up and now awaits the signatures of the parties concerned.

GERMAN SHIPPING IN BRITISH P. RTS. As a complement to the figures illustrating the growing importance of the German ca rying trade in German ports which I gave you a fortnight ago, I will now quote a few relating to German shipping in British ports which one of our local papers has copied from the "Annual statements of Navigation and Shipping of the United King lom." It appears that the total of in-and-out |going freightroom in all ports of Great Britain in 1903 amounted to 61.7 millions tons reg. natt, of which 15.3 or about 25 per cent sailed under foreign flags. In the following year the figures were respectively 88.4 millions and 28.7, the latter representing 321 per cent of

the total; thus whilst British tonn ge shows an increase of less than 50 per cent, foreign tonnage has nearly doubled itself, Germany participating largely in this increase; in 1903 John Booth, a Canadian, killed himself by she stood third in order with 985,000 tons against deck was swept by the battleship's boom, and 2,150,000 tons from Norway and 1,004,000 tons He left five letters behind him. In one of the from Holland; in 1904 she had overtaken the latter, figuring for 1,655,000 tons against 1,564,000 tons | wrecked the little craft that some ladies and Norway still retaining the lead with 2,539,000. tons. This enormous stride made by this country July, 1891, he shot Captain Ingleton, of the is mainly due to the growing traffic under the Before it could hold, however, the Dominion German flag from Russia and America to Great Britain, the aggregate tonnage having risen in the former case from 80,000 tons to 210,000 tons within the twelve mo nths and in the latter from 62,000 tons to 109,000 tons. This applies to goods only. If passengers were to be included, the increase would be still more marked. The carrying trade from Germany to the British colonies, Argentina and Belgium has also progressed satisfactorily, although in a losser degree, whilst a falling off has to be reported in that to Sweden and Chili. The

returns of cutgoing goods in Gorman bottoms from British ports are still more favourable; in 1903 Germany led with 1,750,000 tens, which in 1904 had risen to 2,992,000 tons. against 2,701,000 tons under the Norwegian and 1,955,000 tons under the Danish flag. A considerable increase is also reported in the quantity of goods The past week has been a most eventful one: forwarded in Gorman ships from British ports to the Fatherland; the figures are 1.143,000 tons. for 1903 and 1,709,000 tons for 1904! Owing to the number of new lines opened by the Hamburg American Company shipments to

Belgium, Russia, the United States, &c., have

increased in a still more striking manner

having in sever I instances been trobled and

quadrapled in the course of a year.

The consumption of ten seems to be increasing on the Continent; the following figures give the quantities imported here in the years 1903 and 19.4: they were in the former 3,472 tons of the value of £275,000, against 5,571 ton s worth £430,000 in the latter, China supplying almost one half valued at £140,000 in 1903 against £215,000 in the following year, British India £60,000 worth against £115,000, whilst-£45,000 worth against £70,000 was received from Great Britain. According to the customhouse entries there has been a decline in the 1b. to about 81d:

CHOLBRA. The cholera which has been raging in some parts of Russia for a considerable time has at last crosed the German frontier, several cases, in all about a hundred, having occurred in different places of the eastern provinces of Prus is and one or two even in Hamburg. There is no danger, however, of it becoming opidemic anywhere, as government is adopting most stringent measures to check its progress.

# THE CHINA SQUADRON.

The changes in the composition of the China Squadron are now almost complete. first-class cruiser (Flag Cap'ain H. W. ' avery), flags in of Admiral Sir Gerard H. U. Noel, K.C.B., K.C.M G., commanding the squadron Hogue, first class as moused cruiser, Captain E. G. Shortland; Sutlej, first-class armoured craiser, Captain W. L. Grant; Andromeda, firs class cruiser, Captain R. N. Ommanney; Astrona, second-class craisor, Captain L. G. Tuffa-II Bonarenture, second-class onis v. Captain H. H. Torlesse; and the second-class c niser-Iphiyenia, Captain W B. Fackner, and Sirins. Captain C. H. H. Meore, which are under order for home, on relief by the Flora, now on the station. To these may be added the despatch ressel Alacraty, Command r R. M. Harbord; the sloops Codmus, Commander H. du C. Luned the Hecla, torpedo boat destroyer depot ship, Captain F. F. Charlton, and her flotilla of thirteen "destroyers," and the nine shallow draw ht ganboats which patrol the rivers of the station.

## A HOUSE OF COMMONS DEFICIENCY.

The House of Commons is lamentably defici ent in naval and military experts, who can speak on service quistions from personal experience and give useful advice to the Government says the N. and M. Record. Lord Charles Beresford for a time represented the current views of the Navy, but he was the exception which proved he rule. Of course, there is the S rvice Com mittes, which does admirable work. It consists of members from both sides of the Has, who have theoretical or practical knowledge of Army and Navy questions, but its members usua y deal with second-hand evidence and approach the subjects from a civilian standpoint. Si Charles Dilke, by virtue of much study, and consultation with officers and men, is extremely weil informed and juts his views with moderation. Sir John Colomb went through a course at the Reyal Naval college, and became a cop ain in the Reval Marine Arallery, but that, of course, was some time ogo, and in the ev r changing conditions of modern service what is ant d is the latest information. Several young officers served in the Boer war, but that was not like working with the troops under ordinary routine, and their information may pessibly be superficial. In fact, the service group are the first to admit that Parliament end to be reinforced by experts from the services. From this point of view it is unfortunate that hir Will'am Butl r. General Buller. and other veteraus are not prospering in their political designs:

# BATTLESHIP ADRIFT

ROYAL YACHT IN COLLISION.

The Daily Telegroph of September 4 said Our Portsmouth correspondent telegraphs: The first-class battleship Dominion, one of the King Edward VII. class, which is about to join the Atlantic Fleet, broke advift from her moorings in Portsmouth Harbour soon after six o'clock yesterday morning, and did consider-

able damage before being secured. The huge vessel, of 15,000 tons displacement, was anchored in the stream, and owing to the strength of the tide her chain cable suddenly parted. She at once began to drift up harbour, and bumped against the gunboat Ant, whose everything on it smashed. Leaving the gunboat, the battleship drifted on to a private yacht that was close by, and so completely gentlemen on board had to be taken off by the Dominion's boats. The great warship had no steam up, but her ancher was at once let go. had drifted on to the Royal yacht Alberta, which was lying at her moorings. The little wooden vessel, of which the late Queen was so fond, was badly damaged, and her paddle-box almost reduced to splinters. Drifting clear of the yacht, the Dominion ran on to a mudbank, and remained feet for four hours, until she was hauled off and conveyed to a place of safety.

Fortunately she did not sustain any serious damage, but as there were several warships anchored in the harbour it is remarkable that a big disaster did not result. The last time an ironclad was adrift in Portsmouth Harbour was when the Neptune rammed Nelson's old flagship Victory, and almost sank it.

CHINESE ON THE RAND.

STATEMENT BY THE ATTORNEY-GENERAL.

Pretoria, 4th September. In the Legislative Council to-day, the Attorney-General, replying to a question on the subject of Chinese desertions, made a long -statement.

He said that the total importations of Chinese numbered 46,895, and convictions 2,543, of which 1,994 were for breaches of the labour regulations. There were at present in gaol 921 Chinese, only 68 of whom were serving sentences exceeding six months. He recognized the danger of the desertions and the necessity other countries, such as Italy, Spain, Portugal, of preventive measures, and described in detail the steps that had been taken in this respect. The Government would, he declared, assist the House in the passing of the further measures in connexion with the amendment of the Chineso Labour Ordicance which had been laid on the table, but he warned members against committing a breach of the labourors' contracts or

The Attorney-General, in conclusion, reindiated Government responsibility for this Chinese desert ons, which it was the duty of the mines, he said, to prevent. Doubtless the I ttor would do everything possible in the

ALLEGED C USES OF CHINESE RIOTS. Johannesburg, July 10th.—There are some 40 200 Chinese miners on the Reef to-day (says a correspondent of the Allehabad Pioncer.") And they are gotting on the Raud's nerves, The mere mention of the Middle Kingdom makes you start. If you open your morning paper you dread to read of another Chinese riot of coolies armed with battle-around bombs, average price of the article from about 81d per and police with bayonets and ball cartridge. If you take up a London journal you discover questions in Par inment, "lively" meetings, elections lost on the Chinese bogoy. Everywhere Chinese. Trans and Velunte rs shell a lonely wood during a fi ld day and dislodge-Chinese remote places on the High Veld are searched nud-behold Chinese deserters; down at Delagon Bay a few weeks ago the an horities told me there was an influx of undesirable-Chinese from the Rand mines. Pick up the recent monumental Blue Book on Native Affairs and -still Guinese. Always Chin se. The thing is becoming worse than a danger. It is a bore.

The Rand Daily Mail lies before me. Ah here we are again. " hinese shot." "Riot at the Wit Deep." "Coolies use dynamite," etc. etc. The Rand papers do not conceal Chin-se troubles as some know-alls in England seem to think. There is no occasion to go over the record of these troubles. The cable has told the facts. More interesting is it to try to assign some reason for them, to trace them back to some cause which may enable a remedy to be found. Adopting even Mr. Henry Norman's low estimate of the Chinese character, one can hardly imagine that of sheer depravity and inherent ferocity and bloodthurstiness the Chinese miners should, wi hout the slightest provocation, make weapons of jumpers and bed-toads and invent improvised hand-granade and battle-axes in order to destroy life and property. If it be sheer wanton devilment. how is it that the chinese in the Straits and

Borneo do not behave in a similar way. There must be something at the back of al this trouble, and recent disclosures on the Rand have led people to take a somewhat different view of the Chinese than they did a few months There is a growing impression that the coolies have not had quite fair play. It appears that, from the start, the Cornish miners have been against the Chinese, and it is now said that the thinese baye from the first been subjected to a good deal of violence. Naturally this has led to trouble. You may thrash a Kaffir and he will respect you all the more, but you bit a Chineman-and especially if he thinks the blow was not justified he will brood over it and probably get all his friends to sympa hise with aim.

and ed, it now soems pretty certain that the Chinese have been mismanaged. That they are trying men to work is admitted. If a white miner orders a hole to be drilled in a certain way and the astu e Chairman sees a simpler method by alteriog the direction, he will act upon it. and the resulting explosion is probably not half so effective as it should have been. This is a serious matter for the white men, for these white miners work on contract, that is to say, they have to pay the mine for the labour they employ and for the explosive, etc., and are then paid by the quantity of work they can turn out.

But, admitting all this, it is believed that the management has been lacking in many ways. Almost every case of rioting I can remember showed at least a plausible excuse on the part of the Chine-e. Some were assigned to the squeszing" of the Chinese police, some to trouble with the Chin se rooks, others to the tact that complaints were not investigate !. The most recei of all, the Wit Deep disturbanco, is suid to be due to the fact that a miner who wished to lay a grievarce before the Chi nese onsul General was locked up and not allowed to do so. There things arise from ignorance of the peculiarities of the Chinese

When the Chinese first arrived some of the compounds were placed in the charge of men who did not und rstand the Coineso language. To anyone with but an elementary knowledge of Asiatics the dinger of such a proceeding is

It is apparent, too, that not enough attention is paid to the ittle points of which the Asiatic thinks a good deal. Take the case of the Crossus riot in June, when the white men were astacked and a Joraishmon killed. On the 8th June the Chinese had not received their May pay, and the hardship was all the more felt tecause the Drag on Boat festival was on the 7th and naturally the coolies wanted their money for a little gaiety. To make matters worse a number of them were sent down the mine to work on the holiday, and then, when they reached the stopes, were informed that the white mine s would not work that day, and so they had to go up again. This was a bad start for the day. As to what followed the evidence is contradictory. white miners attended a wedding at which a number of them became very drunk and threatened a man named Stewart, the late compound manager, whom they accused of favourug the Chinese. Some said Stewart arged the Chinese to attack the whites, but, when Stewart was charged with murder, no evidence could be brought against him. But one witness stated that before the row beard some white miners beating a Chinaman, and this view is borne out by the action of the coolies. They marched straight to the single men's quarters and sacked them, and in the fight the white miner Bradley was killed. That the Chinese sallied forth with a definite object is shown by the fact that they marched past the married men's quarters and back to the compound again, and could easily have looted thom had they desired. The evidence given in this Croesus case has

thrown more light on the Chinese riots than any other event in the history of the coolies on the Rand. There was evidence that the Cornish miners did not like the Chinese and had been opposed to them all along. Stewart in his evidence asserted that the whites were in the babit of assaulting the Chinese and that when he had complained no notice had been taken of THE

FOLDING BROWNIE." A PERFECT POCKET CAMERA,

**\$12.00**.

LONG.

HING & Co., No. 17. Queen's Road.

### BURLINGTON. THE

2, PEDDER STREET. OPPOSITE THE HONGKONG HOTEL

ESTABLISHMENT UP-TO-DATE MILLINERY GOODS AND COSTUMES.

THE $\cdot$ IN OOLONY. VALUE

THE LARGEST STOCK OF HATS AND SHOES

HATS AND DRESSES MADE TO ORDER.

Hongkong, 2nd October, 1905.

of the matter. The manager is, it is stated. also a Cornishman. Stewart said that he had seen a white miner strike a coolie across the THE head with a spade, injuring him so severely that he had to be taken to the hospital. These are the matters upon which more light is being thrown, and ti- probable that the mine-owners will give special instructions on these points. But much as the Rand and South Africa generally deplores these I bour troubles, it must not be supposed that there is a wid spread desire to get rid of the Chinese. It is ea y for the Radi al, who has never had a much greater practical difficulty to overcome than that of repairing the perish pump, to sit down and evolvend sorts of a homes for working the mines here without the Chinese: but people here do not PRACTICAL care to run the risk. There is enough depres sion and dist ess here now-suicides amougst those "out of work" are increasing-without PIANO adding to it to please the class of people who have, under the plea of philantheopy, done more

industry of the Witwatersrand, and to give up the Chinese experiment before there is a sufficient supply of black labour would spell That the Chinese mines are not failures the record output proves. But they want to be treated with the care born of experience. And when the Chinaman is cond-mued, it is as well to ask whether there might not have been provocation in the actions of the white miners, on whose behalf certain people in England are so eager to agitate. Fair play is a jewel, even if there is only a Chinamau concerned. And the rec nt revelations have rather caused the an -pr-judice-man on the Rand to change his mind

barm to South Africa than all the capitalists

will ever do. Besides, depres ion here means

that the whole of the sub-cont neut becomes

depressed. South Africa lives to a greater

exent than those at home real se on the gold

them on the first report of a riot he begins to ask what was the cause of the trouble. The Chamb x of Mines at Johnnesburg has made to the Government certain proposals. which have been adopted, to prevent the Chi ese on the Rand from purchasing and carrying l-tral weapo a The passport system will in future he r gidly enforced, and a warning posted in the compounds containing restrictions upon Chinese leaving the locality of the mines, except

about the Chinese. Instead of condemning

whou carrying special passes. The measures which have been taken by the Government and the more to prevent Chinese desertions are producing effective results. Constabulary "drives" have accounted for 3 20 deserters, and the number new unaccounted for is 26 . Cons aut patrolling is decisively checking the wanderors. The Chin-se have been taught the lesson not to leave the mines without

In the Legislative Council at Pretoria the Attorney General, replying to a question on the subject of thinese desertions, made a long statement. He said that the total importations of Chinese numbered 46,895, and convictions 2543, of which 1,994 were for bro chos of the I bour regulations. There were at present in gaol 921 Chines, only 63 of whom were serving sentences exceeding six months. He rec guisod the danger of the desert one and the necessity of preventive measures, and described in detail the steps that had been taken in this repect.

# COUNSELS' FEES.

A KNOTTY POINT.

At Singapore on September 27, a somewhat novel point arose in the course of a case before Mr. Justice Leslie Thornton in the enpreme Court. Messes, Ellis and Cleaver appeared on one side and Mr. Nauson on the other. After judgment had been given Mr. Ehis asked for AUTOMATIO MAUSER costs for two counsel-himself and

Mr. Nanson objected on the ground that Messrs, Ellis and Cleaver were both from the same office. Mr. Cleaver, he raid, was really there as a solicitor instructing Mr. Ellis. The matter was dealt with in the Rules. Mr. Ellis remarked that he was prepared to

give something to a charity if his learned friend could point to any Rule which debarred the granting of two counsels' fees when they were from the same firm. There had been a case only a few days ago where two fees had been granted under similar circumstances. counsel, although from the same firm, wer

representing separate interests. Mr. Ellis reminded his Lordship that double fees had been allowed in a case before the Appeal Court. It certainly had been the general belief among the members of the Bar in the past that the Rules did not allow fees for two counsel appearing in the same case from the same firm. but there was really nothing in the Rules to

Mr. Nanson referred the Judge to Rules 13 and 11. His Lordship reserved the point in order to make enquiry as to precedents.

LATEST STEAMER MOVEMENT.

The I.G.M. str. Prinzess Atice, carrying the German mails with dates from Berlin of the 12th Sept., left Singapore on Thursday at 10 a.m., and may be expected here on Monday, the 9th inst. at noon.

# ROBINSON

EXPERTS.

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REPAIRERS.

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RENOVATED, REBUILT,

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COMPETENT WORKMEN.

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FROM \$300.

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From \$375.

SECOND HAND PIANOS RETURNED FROM HIRE AT LOW PRICES,

INSPECTION INVITED.

Hongkong, 23rd September, 1905.

PISTOLS. CALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSSEN & CO. Hongkong, 3rd October, 1900.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD. His Lordship said that in that case the two have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday. excepted to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, 18th November, 1901.

> NEWELL DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the General Post Office (and opposite to the side entrance to the Hongkong Hotel). Hongkong, July 5th, 1905:

### NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILT PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are no

ordered for a fixed period will be continued unti countermanded. Telegraphic Address: Piessa. Codest A.B.C., 5th Ba P.O. Box, 33. Telephone No 12

ADVERTISEMENTS

IN das hiesige Handelsregister ist heute die

offene Handelsgesellschaft OFTO BECKER & CO. eingetragen worden. Sitz der Gesellschaft ist Canton. Gosellschafter sind die Kauffeute

OT O BECKER in Canton and WILHELM DOMNICH in New York. Die Ges Uschaft but ihre Geschäfte mit dem 1 Oktober 19 5 b gounen. Canton, den 2 Ok ober, 1905.

KAISERLICHDEUTSCHESKONSULAT

## TO LET.

CHOP in HONGKONG HOTEL (at present used as a Bar) at the corner of Pedd r Street and Des Voeux Road. Splendid position. Also SHOP, No. 23 Queen's Road Central, HONGKONG BENEVOLENT SOCIETY. now in the occupation of Messrs. W. BREWER

Apply to ---SECRETARY, HONGKONG HOTEL. Hougkong, 6th October, 1:05, PUBLIC AUCTION.

FITHE Undersigned has received instructions to sall by Public Auction TO MURROW (SATURDAY), the 7th October, 1905, at 23 'P M., at his Sales Rooms, Queen's Road, A FINE AS OBTMENT OF

JAPANESE CURIOS, Comprising:-RARE SATSUMA. FINE CLOISONNE, BRONZES, PICTURES and ORNA-MENTS. KINDNOS and EMBROIDERED SCREENS,

TERMS OF SALE :- As Customary. V. 1. REMEDIOS. Auctioneer. Hongkong, 6th October, 1905.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN. FOR SHANGHAI, NAGASAKI, HIOGO

AND YOKOHAMA. THE Imperial German Mail Steamship

"PRINZESS ALICE,"

German Mail about MONDAY at Noon, will leave for the above places about 12/24 hours after arrival. NORDDEUTSCHER LLOYD. For Further Particulars, apply to

MELUHERS & CO., Agents. Hongkong, 6th October, 1905. NOTICE TO CONSIGNEES.

FIGHE P. & O. S. N. Co.'s Steamer

"COROMANDEL," FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godows Company's Godowns at Kowlcon, where each consumment will be sorted out, Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo :--From London, &c., ex s.s. Mongolia. From Australia ex 8.8. Victoria. From Catcutta ex s.s. Sumatra.

From Person Gulf ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

2 P.M. TOJDAY. Goods not cleared by the 11th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have

left the Godowns. L. S. LEWIS. Acting Superintendent. Hongkong, 5th October, 1905.

NAVIGAZIONE GENERALE **LTALIANA** (Florio and Rabattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship

"CAPRL" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the lowing

Wharf and God wn Company, Ld., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant will be subject to rent. CARLOWITZ & CO.,

Acents. Hongkong, 4th October, 1905.

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS. EXPORTEES AND CONTRACTORS. Sole Agents of QUAN TAI & CO., Lime Manufacturers. All descriptions of

GRANITH AND MARRIE FOR EXPORT. Dealers in ... GRANITE and MARBLE MONUMENTS Prices & Estimates on Application. No. 1, Queen's ROAD EAST. Hongkong, 17th January, 1905.

## INTIMATIONS.

NOTICE.

The have this day REMOVED our Office to fled Floor KING'S BILLIO. Office to 3rd Floor KING'S BUILD. ING, Connaught Road.

MEYER & CO.

Hongkong, 1st October, 1905. DEJUIRED by a FIRST-CLASS MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPRADORE. Good references and substantial securities required.

Apply in writing to-Mesers, JUHNSON, STOKES & MASTER 8. Des Voux Road Central. Hongkony, 4th Soptember, 1905. 2050 EOTHEN MARK LODGE, NO. 264.

REGULAR MEETING of the EUTHEN MARK LODGE will be hold at the FREEMASONS' HALL on TUES. DAY, the Oth October, at 5 for 5.30 P.M. precisely. Visiting Brothron are cordially. invited to attend.

Hongkong, 5th October, 1905. HON KONG JOCKEY CLUB.

THINE HALF-YEARLY MEETING Le Meineers of the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 P.M. By Order.

T. F. HOUGH, Clerk of the Course. Hongkong, 30th September, 1905. . 12249

## GRAND PROMENADE CONCERT

VOLUNTEER PARADE GROUND.

(Near Tramway Station) TO-MORROW (SATURDAY), 7th October, 1905, at 9.15 P.M.

Tickets ... ... ... \$2 and \$1. Tickets can be obtained at the Volunteer Head Quarters, near the Hongkong Club, or from the | proxime, both days inclusive. Committee of the Hongkong Benevolen t Society.

Hongkong, 1st October, 1995.

# SANITARY BOARD OFFICE. Hongkong.

OWNERS OF DOMESTIC BUILDINGS.

FRAKE NOTICE that under No. 5 of the DOMESTIC CLEANL NESS and VENTILATION BYE-LAWS (as amended). every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kan-lung Captain Ch. Pol.ck, due here with the outward | occupied by members of more than one family must be C. EANSED and LIMEWASHED THROUGHOUP by the owner during the months of September and October.

N.B .- The word "throughout" used in this notice means that the houses should be limewashed in respect of all the walls of each room and staircase - all cubicle partitions - stair casings and stair linings, all ceilings and the n stersides of roofs both in main builtings, offices and servants quarters and inclusive of verandads.

The back yard should have its containing walls limewashed up to the level of the first Carved, painted or polished woodwork in good condition, however, need not be lime-

The Ceated Division of the City lies between Gilman Street and Peel Street on the East and Tank Lang and Cleverly Street on the West. Kau-lung is divided into the Eastern and Western in visions by Robinson Road and a straight I'm drawn from the north end thereof through the Yaumati service reservoir to the northern boundary of Kau-lung. G. A. WOODCOCK...

ashed but a ust be cleansed.

Secretary. Dated this 2nd day of October, 1905. [2236]

### NOTICES OF FIRMS SINGER SEWING MACHINE CO.

RER. A. E. PARKER has been appointed IVE M. NAGER of our Hongkong and Southern China Branches from 1st October,

Hongkong, 4th October, 1905. NOTICE.

E have this day established ourselves as GENERAL AND MEDICALES GENERAL MMPORTERS. EXPORTERS ad COMMISSION MERCHA ITS, under the Name and Style of H. Cr. UZ & CO. Nos. 12 and 14 Queen's Road Central.

H. CRUZ & CO.

Hougkong, 3rd October, 1905.

# AUCTION

PUBLIC AUCTION.

TR. GEORGE P. LAMMERT has IVE recoved instructions to sell by Public Auction on MONDAY.

the 9th October, 1905, at 3 P.M. at his Sales Rooms. Duddell Street, the fol-Godowns of the Hongkong and Kowloon VALUABLE LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hougkong,

namely:-All that piece or parcel of ground situate at | View of the Harbour; Terms moderate. All dame ed packages must be left in the Victoria aforesaid, registered in the Land Office Godowns, and a certificate obtained from the as Section A of Inland Lot 1,4 5. Area 1,967 Godown Company within seven days after the square feet or thereabouts; term 999 years; vessel's arrival here, after which no claims will August Crown Rent 377.90; together with the

messuage thereon known as No. 40, Caine Road, Victoria, afe resaid. For further particulars and conditions of sale JOHN-ON, STOKES & MASTER, Solicitors for the Mortgagees,

or to GEO. P. LAMMERT, Auctioneer. Hongkong, 22nd September, 1905. [2184]

IRECTORY AND MIRONICLE

Complete Edition ... \$10.00 Obtainable at the Hongkong Daily Press Office and from the Local Booksellers .

# PUBLIC COMPANIES

IN THE MATTER OF THE TEBRAU

PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IN LIQUIDATION. ...

INTOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEM. BER, the LIQUIDATOR. are prepared to distribute a first and final Dividend of Two Dollars and "Twenty-six and Seven-tenths cents per Share to trose Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Voux Road, Hongkong.

JOHN D. HUMPHREYS & SON. Liquidators. Hongkong, 22nd Soptember, 1905. [218]

UNION IN THE ANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

TOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be hold at its Head Office, No. 1 Queen's Buildings, Houghoug, on THURSDAY, the 19th October, .9.5, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1914 and for the half year, ending 30th June, 1905, and of declaring dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from the 9th October to the 19th October both days inclusive.

W. J. SAUNDERS. Secretary. Hongkong, 15th September, 1905.

By Order of the Board.

CANTON INSURANCE OFFICE, LD. NOTICE TO SHAREHOLDERS.

FINEE TWENTY FOURTH ORDINARY GENERAL MEETING of SHARE. HOLD: Ro will be held at the Offices of the undersigned at 12 o'clock (NOON) on FRIDAY, the 20th Oct ber. The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th

JARDINE, MATHESON & CO., General Managers. Canton Insurance Office, Limited. Hongkong, 27th September, 1995. 2231

# INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at ourrent

SIEMSSEN & CO. Hongkong, 1st January, 1904. AACHEN AND MUNICH FIRM IN SURANCE CO.

OF AIX-LA-CHAPELLE WILE Undersigned, having been appointed AGENTS for the above Company, are propared to ACCENT RISKS against FIRE at Current Bates.

REUTER, BROCKELMANN & CO. Agents. Hongkong, 21st April, 1897 ATORTH BRITISH AND MERGAN IT TILE INSURANCE COMPANY.

TOTAL FUNDS AT SIST DECEMBER, 1904. £17,161,299.

A OTHORISED CAPITAL... £3,000,000 SUBSCRIBED CAPITAL ... 2,750,000. PAID-UP CAPITAL..... + 687,500 - o-Fire Funds...... 3.001,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Correct Rates. SHEWAN, TOMES & CO., Agents.

Hongkong 30th June 1905 FOR SALE. VERY CHEAP.

66 CITONYHURST" and the THREE HOUSES on Magdalone Terrac Magazine Gap. Area a out 8 .000 square feet. In One Lot or Singly, Portion of Purchase money to remain on Mortgage if required. Apply to AHMET RUMJAHN. Hongkong, 13th September, 1905. | 2112 ON SALE.

**HDOUND VOLUMES of the HONGKONG** WEEKLY PRESS, January to June With Indux. Price \$7.50. Ou sale at the Mongkong Daily Press Office Hongkong 17th July, 1905

BOARD AND RESIDENCE BOARD AND RESIDENCE.

MINURNI-HED BEDROOM with BOARD in best part of Kowleen. Moderate terms.

Care of "Daily Press" Office. Hongkong, 25th September 5 FIRST-CLASS BOARD & RESIDENCE "BRAESIDE."

LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. L'ine Apply to-Mrs. F. W. WATTS,

"Braeside." 20, Mocdonnell Road, (late of "Tang Yuen.") Hongkong, 27th June, 1905. BOARD AND RESIDENCE.

RS. GILLANDERS "dLENWOOD, 27. UAINE ROAD. Hougkong, 20th September, 1965.

> TO LET. TO LET.

\* OREIGN DWELLING HOUSE, No. 16), QUEEN'S ROAD EAST, now known as Astor House. Spacious Rooms. Well suited for a Boarding House. It can be let in part or whole. Rent moderate.

For Particulars, apply to-

n. Mody & co., 54 & 56, Queen's Road Central, Hongkong, 26th September, 1905. 12239 10 Lat.

TO LET.

70. 15, KNUTSFORD TERRACE LY KOWLOON. Apply to-THE HONGKONG LAND INVEST

MENT AND AGENCY CO., LU. Hongkong, 6th September, 1905.

TO LET.

\*\*\* TWO FIRST-CLASS SHOPS, European Style, in Kowloon, Possession on or about 31st August, 1905. Moderate Rentals.

Apply to-

HUMPHREYS' ESTATE & FNANUE CO., LD.

Hongkong, 30th Jane, 1905. TO LET.

NATEW "KINGSCLERE" with Stables entrances in both Kennedy and Mac-Dennell Roads. For full particulars, apply to-

LINSTEAD & DAVIS. Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905. TO LET.

T SEAVIEW, WANCHAI, Gap Road, TWO ROOMS Facing Harbour with Kitchen, Bathroom and Gas. Mrs. G. ALLEN Apply to

Mrs. H. WHITE, No. 4, Blue Buildings. - Hongkong, 17th Saptomnor, 1905. 12222

TO LET. 66 MIHE OAK," No. 33, CONDUIT ROAD, Six Roomed House, with Tennis Court. C. F. DE CARVALHO, Apply to -Care of H. and S. Bank.

Hongkong, 19th August, 1905.

TO LET. WELLING HOUSES on Pedder's Hill. Immediate possession. TWO ROOMS in COLLEGE CHAM: BERS. Immediate possession. SPACIOUS GODOWNS: formerly known as McGregor Barracks, fronting the Praya. SECOND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, formerly cocupied by the Standard Oil Co., of New York. SE OND FLUOR of VICTORIA BUILD.

ING, formerly occupied by Meyer & Co. Apply to— DAVID SASSOON & CO., LD. Hongkong, 2nd September, 1905. SHOP TO LET IN QUEEN'S ROAD

CENTRAL WALF OF THE PREMISES at present eccupied by The Rohinson Piano Co. Possession from November 1st For particulars, W. BREWER & CO., Apply to—

Queon's Road

Hongkong, 18th September, 1905. [1949] TO LET. O. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. from 1st June, 1905.

E. A. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 13th May, 1905. TO LET.

AYODOWN. No. 3, NEW PRAYA, Kennedy Town. Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 19:5.

TO LET. TO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD.

Apply to-

Apply to-COMPRADORE'S DEPARTMENT. Nippon Yusen Kaisha. Tongkong, 3rd June, 1905.

TO LET.

SHOP and FIRST FLOOR in MANSION BUILDING (approaching completion) next door to Messrs, KRUSE & Co. ApplyMACEWEN, FRICKEL & CO. Hongkong, 15th August, 1905.

TO LET OR FOR SALE UNHEVED 33, Robinson Road.

Apply to-HO U. MING. 81. Queen's Road Central.

Hongkong, 17th June, 190a. TO LET. NO. 1, RIPON TERRACE.

OFFICES in course of erection. CONNAUGHT ROAD (near BLAKE PIEE). GODOWNS: PRAYA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ld. Apply to-THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD. Hongkong, 3rd August, 1905. TO LET.

THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 20th July, 1905. TO LET.

TATO. 3, MACDONNELL ROAD.

CHOP in HONGKONG HOTEL BUILD INGS. Suitable for Office or Store. Rent. \$225. Apply to— COTTAM & CO.

TO LET. TOURNISHED ROOMS with BOARD. Near Ferry, Kowleon; Tennis Court attached.

Care of "Daily Press" Office.

Hongkong, 4th October, 1905.

Hongkong, 4th October, 1905,

TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON. THREE NEW HOUSES, CASTLE ROAD, HONGKONG. Apply to-

SAM WANG CO., LD., 81. Queen's Road Central. Hongkong, 12th July, 1905. TO LET ON LEASE.

LARGE DETACHED HOUSE, Very Substantially Built, Robinson Road Level. Commanding Full View of Harbour. 12 Large Rooms besides Out-Houses. Partly Furnished (a new Burrough and Watt's Fullsized Billiard Table included) Gas and Electric Fittings. Rent Si00 a mouth besides Taxes. Owner leaving for Europe shortly,

Apply to-Unre of Daily Press Office. Hongkong, 28th August, 1905.

TO LET.

TO. 3, GRANVILLE AVENUE, KOW-LOON. Electric light. Immediate possession, Apply to-

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66 MANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; n well laid out Garden and Lawn. Full Vi-w of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let. Apply to --

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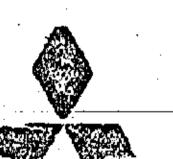
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Albey's Salt conquers headache, constipation, indigestion, biliousness, and all troubles that come from a disordered condition of the stomach, liver and bowels.

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Lid., Hong Kong. The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

# SCIENTIFIC MISCRILLANY.

SAUCE RE-POLLANTINE-IM PROVED BRICK-THE ELECTRIC COOKING STOVE-CREMATION PROGRESS-A LAND DEPRES-SION FILLING UP-GRAVITATION IN A NEW

. The time-recording camera lately patented in a Eugland takes a photograph of any rapidly passing object, the exposures ranging from one twenty-fifth to one thousandle of a second, and at the same time photo, raphs a watch, thus | giving the exact time. With two such cameras and synchronized watches, the police can obtain a picture of a motor car at each end of a measured strip of road, the extract speed being made easily obtainable, from these data.

The precision of modern observations brings to light unexpected facts. At the Paris Observatory Jean Mascart has noticed that the surface of a thin layer of mercury is not plane, but undulated like water disturbed; by the plunge of a stone; and has also detected ) another movement that proves to be a true tide, due to the sun and moon. The measurements have been made repeatedly during a month with the six microscopes of the instrument. The tidal motion is slight, but greater than the possible errors.

The hay-fever serum, or pollantine, of Dr. Dumbar, of Hamburg, is shown to have proven very effective. Having first proven that hayfever is due to the pollen poison from grasses. cereals and other plants, the investigator sought a preventive by repeated vaccination of animals with the poison of poll-n. The antitoxin thus produced in the blood surum neutralizes the loyalty or patriolism of his Majesty's poisonous effect of polien in the eyes and nose. The serum is not injected under the skin like i others, but simply applied to nose and eyes.

Headache and other ills of overcrowded rooms are found by Dr. Paul, of Broslau, to be due to retention of the heat by the body, even 15 per cent of carbon dioxide doing no harm in a regulated temperature.

A new heat-resisting material is carbor andum fire-sand. This is corboratedum, or silicon carbide in uncrystallized form, and when it is regimental messes which often impose such a mixed with about 10 or 12 per cent of weight of a thin, syrupy solution, sodium silicate, the result is a plestic substance that is easily molded, and that can be tamped into place and slowly dried outlast several linings of fire brick. Another 60 parts of this five-sand with 40 to 50 parts of ] fire-clay, and this material has proven successful furnaces and in other places exposed to intense,

The newly-patented electric cooking stove, or mineral wool, and is provided with a lid of the same character. Inside is placed of refractory substance within which is embedded a granular resistance material. Silic n is recommended as a resistance material, as it has a high specific resis. tance, and acquires a suitable temperature the 'Crashers' without offending all the without fasing or oxidizing. The whole interior of the stove can be kept red hot, and it is anticipated that the running cost for cooking through the day will not be excessive.

Body-burning gains favo ur slowly. Statistics of the French Socie ty for the Encouragement the regiment to which he is attached; but it so'ar eclipe of August 30, and the forts to of Cremation show that there are now 90 should not be for him a particular preserve to observe it. Some of the scientists were baffled crematories in Euro is and America, and in the exclusion of others. I hear officers saying by clouds, The Times says:—The question is these 125,000 be dies have been incinerated. evil of uncertainty from which they now the good of an eclips of the sun, and why take germany has 9 c rematories, in which 1,381 suffer so grievously. They would never so much trouble to see it?" Perhaps no very bodies were burned in 1904, a gain of 300 over | know when they were to be moved, and the direct answer can be given; and a cynical mind the previous year. South Amer ica is becoming cost and trouble would be more than they might take pleasure in recalling Fir George interested, and Buenos Ayres reports 370 their appointments should be for perhaps three astronomy as a "sci nce of pure curiosity." cremations for last year.

Butter with a fishy taste has aroused complaint in Australia, where investigation has shown that the flavour has no cornection with fish but is due to one or more of four microorganisms. The rusly iron of can's was found to have a bad effect on milk and cream.

Valley in Inyo County, Cal.; the Valley of the would follow a general levelling up, a new com-

nearly 1,300 feet below sea level; two small that the commission and the informing sentiment areas in the Sahara Desert of Northern Africa; and—larger than all others together—the Valley of the Casping Sea in Western Asia, which is 86 feet lower than the Black Sea. The Salton Basin, once connected directly with the Galf of California, has been gradually closed in by sile from the Co'orado River. A complete barrier it flings defiance at all who would invade its was formed at last, shutting off the basin from both gulf and river, and separating a lake that soon disappeared through evaporation. In times of heavy rains the silt is sometimes cut through, though only at long intervals. The last flooding in this way was in 1891-92, but in the spring of this year the opening of an irrigation canal left a breach, through which the summer flood has poured a lake of many square miles. With the footbold gained this new body of water may r main a long time before silting and evaporation again l leaves a dry basin.

Gravitation is explained by the new-theory of W. A. Nippoldt as due to the motion of matter having the tonuity usually assigned to the ether. All matter is in motion, and the smaller the aggregation the greater is 9 Sept. the maximum velocity. Open space contains very minute particles in rapid motion in all directions. The particles are small o lough to pass between the molecules of ordinary bodies, and they are stopped or reflected in proportion to the mass of the body bombardet. Two bodies in space shield each other on one side, being thus apparently attracted.

· in the leprosy experiments at Manila, 25 cases have been treated by Roentgen rays, and six are reported actually cured, while the disease has been checked in several whose bodies are partially gone.

# THE CURSE OF THE ARMY.

The following letter from the Times ough to be of interest in Hongkong:-Sir,-The British Army is a complete gan glionic organization whose deep-seated muladies have defied the diagnosis of many p ysicians. It stuggers under the burden of its vicious heredity, and, always awakening to the con-

sciousness of its faults when the propitious hour has passed, we may say of it, what has been said of degenerate members of society, that its reform should have begun with its grandfather. There has been transmitted to it u disparate constitution in which there is no community of int rests, and each part of it is not only jealous of its rights, privileges, and traditions, but is ready, and sometimes eager, to wage war upon the rest. The curse of the British Army is the much rounted caprit de corps. I am aware that in making this statement I shall grievously shock the prejudices and soutiments of the majority of soldiers; but I have been driven to this conclusion, which may seem paradoxical to many, by long acquaintance with the Army and by a particular knowledge of its present state I have been driven to it against my own traditions and cherished beliefs. I long for the time when it may be said of the

Army thus None was for a party. But all were for the State.

In saying this I am not impeaching the military forces, but am only endeavouring to bring home the fact that there is too strong a tend ney to place party feelingesprit de corps-hefere the interests of the "That the regimental system has many merits no one who knows the Army can for a moment doubt; but I maintain that it has in a bigh degree the defects of its qualities. and that to inspire the officers and men of regiment with the idea that their raticular corps is a thing apart, a parate from, and to be journaly separated from other regiments is not for the good of the Army. The regiment tends to receme a club; and out of its pride in it off has come the ex ravagance of many hard burden upon the subaltern, and more especially upon the poor married officer, who is not seldom driven to retirement, or to the economical shelter of the West India Regiment or some e lonial corps.

But a proa er evil is the jealousies which are set up between officers, and in the almost out. As a lining in a crue ible furnace it wil insuperable bar that is op; osed by the regimental sy tem to promotion by selection, tington mills, preparations for which are in mixture that can be used is a mortar of 50 to | whe eby the pick d brains of the Army should be mad available for commands. At the have been taken out and replaced by new ones. present time the clever and ambittons seek to add the wendrous p.s.c. to their names in the for the walls of lad and copper smelting Army Li-t, and so to escape regimental service which premises no reseate future. What is the feeling in the British Army at the present time owing to becomes of the ring-fence of the regiment? There was recently in Ireland a cavalry rug men' almost mutinous because a of Prof. Elhu Phomson is heavily jacketed certain major from another regiment has been outside with a layer of asbestos, fire-clay promoted into it as geo nd in command over of Line regiments even now smouldering in their wrath because officers of the disbunded Royal Garrison Kegiment have been embodied in their renks, to the damaging of their regimental prospects. Did not Sir Evelyn Wood tell the War Commissioners that a man "cannot be promoted from the "lashers' into

> What is the remedy for this site of things? It is a hard one. There must be a general rester for the promotion of officers of each branch of the service, and they must be appointed to their regiments as naval officers are to ships. I do not strike at regimental traditions; for each officer should be proud of

Jordan in Palestine, where the Dead Sea is | munity of feeling, a greater acquaintance amongst |

The same evil of caprit de corps is found is some measure between the various branches of the Regular Army, and it fixes a deep gulf between the Army and the Auxiliary Forces. The Militia points to its feudal origin, appeals to its achievements at Creey and Agincourt, declares even its priority to the Army, from which it demands to be separated altogether, and stroughold. The Volunteers are more modest than the "Old Constitutional Force," for, not despising, they are themselves despised, and, What is not nearly to well-known is that one except in certain prescient minds, they are lent Imperial Yeomanry-whose exact function has never been defined - happy in the beatific vision of five shikings a day, secure in the countenance of the great ones in the land, and springing aloft with a recoil from the couception of "unmounted men preferred," they rapidly rose into a safe sphere of their own, and have nothing to do with anybody else. And thus, because the Acmy is so dispurate there is urgent need to seek the means of union, to remove the evil of separatism, and to remem-

ber a motto which soldiers have used! "United we stand; divided we fall.". SAGITTABIUS.

# RAUB GOLD MINE.

Gen. Manager's Report for month ending The Mine measurements, and assay results of prospecting work show a total of 2253 ft. for the period (4 weeks) under review, made up of 291 ft. sinking, 48 ft. driving, and 148 ft. crosscutting, as against a total of 148 ft. for the previous four weeks.

Bukit Koman,-The main shaft has been deep ned a further 65 ft. making the total depth 4613 ft, or 19 ft. below the 44 level. This work has been carried out to accommodate ere shoots for automatic filling of the skips, and to provide sufficient room so that sinking may be resumed at any time. 440 ft. Level, Drive North, This has been

driven 9 ft. making a total of 35 ft. The lode is 48 in, wide and assays 2½ dwt. 440 ft. Level. Drive South.-To this has been add d 12 ft. bringing the total to 12 ft. The lode, 56 in, wide, is worth 6 dwt.

The widths given only represent the amount exposed in each forebreast. The side of the drives is being taken down, and the full lode will be carried on in the future. We have not been unable to do this earlier because of insufficient hoisting power. 240 ft. Level, Drive South.-Hero 13 ft. has been driven, making a total of 663 ft. The

lode, 52 in. wide, is worth 6 dwt. 249 ft. Level, Drive South-No. 3 Winze, cros-cut E .-- This has been extended to 11 ft., being 5 ft. for the month. The water has been so heavy, that it was found necessary to sus-

pend this work. Cross-cutting for filling. 107 ft, of this work Stopes.—The following stopes have been shape undergoes periodic changes which act has been done.

vielding our milling supply :-Above the 340 ft. L. 2-Lode 155 in. wide, and Above the 240 ft L. 3--Lode 56 in, wide, and worth 6 dwt.

Above the 200 ft. L. 1-Lode 44 in. wide, and Above the 140 ft. L. 1--Lode 79 in. wide, and appreciable difference in the general appearworth 7 dwt. worth 7 dwt.

is now a body of state rising at an angle of 20 deficiencies which specially need to be made good been broken and sent to Komen Mill.

added 22 ft, making a total of 10 1 ft. At 95ft. spectroscopically as to the rotation of the a branch of hard quarizite was me t, about 8 in. | corona. There is some uncertainty as to this. wide of low grade.

has been done. Main Shaft. This has be n sunk 26ft., making a total depth of 102ft. The nature of the rock passed through is fairly hard, but good blasting. All timbering is boing carried on with the sinking. From the surface 581 tons have been sent to the mill, worth about 4 dwt. PLANT AND MACHINERY.

The new electric hoist (at the moment of writing-22nd) has just been brought into use. The preliminary trials promise well.

Two new transformers have been added at Koman Shart, making four in all. It is intended to take transformed correct from this station to Bukit Malacca for driving the Hun-

BUCKT MALACCA: No. 1 mill ran 26 days) crushing 2,324 tons of No. 2 mill ran 25 days | surface ore. Total tons coushed: 2,52%, yie.ding 183.16% oz. gold bullion:=1.45 dwt per tou.

BURIT KOMAN. 1 Samps running: 40. Period of work: 28 light will make this abundantly clear. days, less 184 hours for clean up and repairs. To al Amalgam won: 1847.5 oz. producing 719. 00z. smelted gold (including 149 z bullion won from amalgam collected from behind mortar

box Iners. Average fineness of total bullion: 962.99. Average value of yield: 3.20 dwt per ton. Average value of trailings: 1 35 dwt per ton. Ore milled: Koman 2.973 Stope mine 581

3,554 tons

J. M. MARTIN, Gen. Manager.

THE SOLAR ECLIPSE.

The Mail papers are full of references to the that such a change would further magnify the of en put by the "man in the street," "What is years, and that they might have assistance for Certainly eclipses are observed, and can only be the movem n' of their families. The great evil observed, to satisfy curiosity as to the physical of regimental prometion would then disappear, constitution of the sun. Of the special sights The promotion of one officer over the leads of which present themselves during a total eclipse, others would not affect a few officers, but the beyond doubt the corona is the most interesting general body of officers, and the incidence of the and striking. For the information of the nonpromotion would be slight. The slack and in- astronomical render it may be stated that the compotent would inevitably suffer but the keen | corona is en extensive but irregular ring of soldiers would rise unclouded by the jenlousies light which surrounds the sun and extends out that now surround them. Who ever heard of wards from the visible limb of the sun and moon appointed from sowe other a ip? Why should concealed by the latter. The corona itself is of the Committee of Public Accounts have been below that of the ocean in six places, viz.: The such fielings exist in the Army? There would no new nor even modern discovery. The record issued in the form of a Blue-book. The main

THREE LUCKY WOMEN.

SUFFERERS FROM INDIGESTION TELL OF THEIR CURE BY MOTHER SEIGEL'S

Food is one of the first necess ties of our lives, us necessary to us as the air we breathe. The first cry of a new-born infant is the plea for food, and the need of it ends only with life. Had food been easier to obtain ages ago in Europs, there would be fewer white men in this newly settled land, or possibly none.

These are plain truths, known to everybody. may eat an abundance of good food and yet tolerated rather than valued. As to the excel- starve, deriving from it, instead of no trishment, only intolerable pain. Where that is the case, the sufferer is a victim of indigestion. There are thousands of such suff-rers in every

part of the world. Among hem, until recently, was Mrs. Anna Olwage, of 104, Bultfentein Road, Kimberley, C.C. "For more than five years I suffered from a disordered stomach, "I was nearly always constipated, which induced AWARDS: GOLD MEDALS AT me to resort to purgatives; but their only effect was to make me worse. Headache and Sleeplessness, so commonly attending constipation, troubled me greatly. Non- of the many medi-cines I tried seemed to touch my complaint, until I came to Mother Seigel's Syrup. My husband's attention was called to that remedy by a very remarkable cure it effected in Johan. nesburg. It proved a lucky thing for me, for to-day I am as well and strong as any woman twenty years younger, a fact and entirely to

Alother Seigel's Frup. Hardly less strong is the testimony of Mrs. Annie I aim, of 20, Bartel's P.ace, Beaconsfield, C.C., who writes thus on December 6th, 1904: "Three years ago I suffered badly fr m constipation, for which I quite failed to find any means of relief. At last I consulted a doctor: and it proved a fortunate thing for me that I did so, for he advised me to take a course of Mother Seige's Syrup. Two bottles were sufficient for my cure, and in gratitude I have ever since recommended that medicine to my friends. Several of them have derived great ben fit from it."

The experience of Mrs. Annie Albany, of Tu ker Street, Wolhater, Jeppestown, Transvaal, though slightly different, is fully as convincing as that of Mrs. Olwage and Mrs. Palm. Writing, February 6th, 1905, to Messrs. A. J White (Colonial), Ltd., corner of Princess and Diesal Streets, Port Elizabeth, C.C., proprietors in South Africa of Mother Seigel's Curative

Syrup, she says: "I suffered from indigestion | for a number of years. At times the pain across my chest was dreadful. As my stomach could not retain food, I become very weak. Of the many medicines I tried only one gave me to Mother Seigel's Syrup. To it I owe my Estimates, and a Supplementary Estimate, in present good health. It conferred upon me a low lease of life, freedom from pain, and a keen appetite."

the corona as regards its general outline differs in shape from one eclipse to mother, and that according to some law, and are not a matt r of chance depending on the observer's eye or his telescope, or on varying conditious of the weather. We are entitled now to say that the shap-of the corona is associated in som anknown way with the spots on the sun; and that if these are many or few to there will be a very ance of the corona. The eclipse of to-day coincid d with a period of great solar activity, No. 2 Level, Drive South -This has been and, therefore, a comfact corona was to be advanced 14 ft., making a total of 177 ft. The expected, and was seen. The question before lode is 56 in. wide, and assays 9 dwt. There astronomers this week has been what are the degrees from the bottom of the drive, which is and what new res arenes might advantageously displacing the lode entirely. In the back of | be und raken with the prospect of yielding this level we have one stope, carrying a lode some useful ro-u.ts. Further observations of 56 in, wide and worth, 9 dwt; 199 tons have various kinds were certainly needed as to the -dis-ribution of the three recognized constituents No. I Level, Crosscut W .- To this has been of the corona, together with researches made Does the cor na rotate? If so, does it rotate Crosscutting for filling .- 14 ft. of this work | rapidly, as some observers of recent eclipses have inferred? Critical observations of the corona are at all times very delicate and difficult. and confirmatory test mony as to its rapid rotation must be considered as wanted before the point can be regarded as established beyond doubt. Amongst other matters as to which further information has been needed may be included the question of the polarization of the corona. Does the corona shine either as a whole or in cartain part by inherent or reflected light? What is the relative heating power of the sun's surface at the centre and at the limbs? What is the effect of an eclipse on terrestrial magnetis? As regards the heating power of the sun's disc, it is evident that it makes a great difference what er wo look at the centre of the sun's apparent disc or at a point near the limb; because, assuming the sun to be surrounded by an exterior and only partially transparent envelope (no mat'er what its composition), the eye directed to the limb looks through a much thicker stratum of this onvelope than it does when looking at the centre. The familiar diag am which appe rain every geography book in connexion with a statement of the influence of the earth's a musphe e in refereding rays of

# NAVAL AND MILITARY.

The first submarine boat for the German Navy was launched from the Germania yards at Kiel last week.

The Army Council is considering an improvement of the accommo lation in barracks for the families of mar ied soldiers, especially with a view to limiting the occupation of one room quarter, to married men without children.

The following has been issued by the War Office :-- The question of the pattern of ministure r.fle best suited for shooti g on miniature ranges. and for drill purposes in the case of cadets and lads, was recently con id-red by a conference beld at the War Office, at which the National Rifle Association and the Miniature Rifle Clubs were represented, and it was decided to prepare d signs with a view to the adoption of a standard

In order to secure the adequate consideration of Lord Roberts's proposals of universal military training for home defence, Mr. Harold F. Wyait, latery the envoy of the Navy League to the Colonies, has undertaken to act as the special representative of the National Service League. He will, in that capacity, address meetings in the principal centres of population in England and Scotland during the autumn and winter. A special appeal will be m do to Chambers of Commerce and to municipalities to aid the movement already initiated by the L ndon Chamber of Commerce in support of Lord Roberts's proposals.

The first, second, third, and fourth reports

# GREGOR

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

# CLARETS FROM MIN. MARCEAU BORDEAUX.

PARIS 1900, HANOI 1902, BORDEAUX 1895, DIJON 1901, Lulle 1902, Amsterdam 1895, Rouen 1896, Vienna 1902.



expenditure provided for navy services by expenditure was £37,242,791 15s. 5d. There was therefore, an excess over the grants of £97,950 15s. 5d., for which a vote of Parliament, will be required. The appropriation in ait shows an excess of receipts amounting to £115,974 0s. 6d., and if the excess of expenditure of £97,950 154, 5d. be motout of this there would remain a net surp'us to be surrendered to the Mr. H. G. Baniscombe Exchequer of £18,023 5s. ld. The committee | Lie at. H. F. well, a.s. recommend this course to be adopted by manus of a token vote being brought before

Parliament. A report, just issued by the U.S. Naval Department at Washington, summarisos the state of naval construction in the United States on August 1st last. It showed that there Mr. A. Boyd were building thirteen battleships, on ten of Mr. L. Broughall which over 60 per cent, of the work had been completed; six armoured cruisers, on four of which over 85 per cent, of the work had been Mr. W. v. Carter done; three protected cruisers practically com- Mr. H. F. Chakley pleted, one gunboat and two training-ships Hon, and almost fi rished, three scout cruisers hid down, Mr. T. Coars two to pedo-boa's practically completed, and four submarine torpodo boats in an advanced state. Inis formidable programme shows the import use that is attached by the United State Ossa power. There are no very novel dopar no s in any of these vessels, they mainly follow A. limes of our modern warships, which is a fact that should be not only gratifying to our navol designers and engineers, but to the Mr. G. tunningham whole maion, whose security depends upon the Mr. F. O. Davies effectiveness and officiency of our flasts. Rear- Mr. & Mrs. J. S. Day Admiral George W. Melville, ex-Engineer-in Mr. F. H. Doo ictle Chief of the United States Navy, recently expressed his opinion of the British Navy in Mrs. W. A. Dowley the following words: "I believe you have the Mr T. C. Downing best designed, built, equipped, and mann d ships of any nation in the world, and, west is more essential, you know how to fight them."-Naval and Military Record.

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DODWELL & CO., LIMITED. General Augusta for China and Japan Horgkong, 4th August, 1898

Jardine, Matheson & Co. COROMANDEL, British str., 2,783, G. M. Mont. ford, R.N.R., 5th October, Bombay 19th Sept., and Singapore 30th, Mails and General.-P. & O. S. N. Co. FLITA NOSSACK, German str., 1,160, W. Lassen,

"5th Oct., Swatow 4th October, Balmst .--E. A. Trading Co. EVANDALE, British str., 2,468, W. Buyers, 5th Oct .. - Run goom 2 ith Sept., Rice. Dodwell SHAOHSING, British str. 5th October, from

Tonv, Norwegian stc., 741, J. Enger, 5th Oct.; -Rajung 27th Sept., Timber.-Bradley WAIHOUA, British str., 1/167, W. Brown, 5th Oct. - Penang, Singapere and Heihow 1th

Oct., General, Chinese Wosano, British sceamer, 4th October, from VICTORIA, Chinese str., 934, J. F. Messer, 5th Oct. - Newchwang 24th Sept. and Chefoo

26th, Bulk Lears and General.-Order. CL. ARANGES. AT THE HARBOUR MASTER'S OFFICE.

5th October. Brandale, British str., fer Yokohama. Fr. thjof, Norn egian str., for Swatow. Telemachus, Bruish str., for buigon. DEPARTURES.

5th October. COROMANDEL, British str., for Shanghai. Guezek, British str., for Shanghai. HAITAN, British Ster. for Coast Ports. HERMANN MENZELL, German str., for Chelco. IPRIGENIA, British cruiser, for home. KANSU. British str., for Canton. KATHARINE PARK, British str., for Chefco. Kintuck, British str., for Shanghai. K WONGBANG, British str., for Swatow. PRUMISE, Norwegian str., for Appeng. TAISHAN, British str., for Kobe.

SHIPPING REPORTS. The British str. Evandale reports: Strong N.E. monscon from lat. 14 N. to port, The British str. Choysung reports: Experienced streng to mederate N.E. and E. w.nds with following san, fine weather throughout VESSELS IN DOCK,

ABERDEEN DOCKS.-NOWLOON DOCKS .- Clavering, Empress of China. Kaipun, Atlantie, Hailan, Rojaburi. COBMODULITAN DOCK - Etila Nossack.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STEATTS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, MEDITER : ANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL. AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"NUBIA." -Coptain F. J. Fox, B.N.R., carrying His Majesty's Mails, will be despatched from this for MARIEILLES & LONLON DIRECT VIA COLOMBO, on SATULDAY, the 7th October, at Noon, taking passengers and cargo for the

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

Acting Superintendent. Hongkong, 25th September, 1905.

FOR SHANGHAL

(Taking Cargo at 7 brough Rates to TSINGTAU) and CREMULPO. THE Steamship "TTHAKA,

Captain Eckhorn, will be despatched for the above port TO-MORROW, the 7th inst., at For Freight or Passage, apply to SIEMSSEN & CO.,

Agents.

Hongkong, 3rd October, 1905.

NIPPON YUSEN KAISHA. FOR MARSEILLES, LONDON AND ANTWI EP, VIA SINGAPORE, PFNANG. COLOMBO, AND PORT SAID.

THE Bucknell Line Steamship "BAROTSE." Captain Lee, will be despatched hence TO-MORROW, the 76 hast, at 5 P.M.

For Freight, apply to NIPPON YUSEN KAISHA, Hongkong, 2nd October, 1965.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. THE Steamship

"BENCLEUCH." Captain Reid, will be despatched as above on or about the 7th October. For Freight apply o

GIBB, LIVINGSTON & CO., Agents. Hongkong, 28th September, 1905. BRITISH-INDIA STEAMNAVIGATION

COMPANY, LIMITED. FOR AMOY, STRAITS AND RANGOON. HE Company's Steamship

"ZIBENGHLA," Captain F. W. Packham, will be despatched as above, on SUNDAY 8th inst., at DAYLIGHT. · For Freight or Passage apply to -JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd October, 1905. NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND YOKOHAMA. THE BUCKNALL LINE Steamship.

"BANTU," Captain Wooster, will be despatched for the above ports on TUESDAY, the 10th inst., at

NOON. For Freight apply to NIPPON YUSEN KAISHA, Hongkong, 5th October, 1905

LOADING VESSELS ADVERTISED AS

To ascertain the auchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowleen M, and these vessels berthed at the Kowleen Wharf K.W., together with the number denoting the section. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

FOR PREIGHT APPLY CAPTAIN VEHIBLE NAMES PLAG & RIGI P. & O. S. N. Co. ...... About 7th inst. GIBB, LIVINGSTON & Co..... F. J. Fox..... P. & O. S. N. Co. ..... About 25th inst. LONDON, CC., VIA UHUAL POETS OF CALL ..... BENCLEUCH ..... A. L. Valentini ..... LONDON & ANTWERP... BUITERFIELD & SWIRE ...... LONDON & ANTWERP VIA SINGAPORE, &C. ..... On 24th just. BUTTERFIELD & SWIRE ...... ALCINOUS ..... LONDON, AMSTERDAM & ANTWERP ..... BUTTERFIELD & SWIRE ..... On 7th Nov. LONDON, AMSTERDAM & ANTWERP..... BUTTERFIELD & SWIRE ...... On 21st Nov. MACHAON ..... LONDON, AMSTERDAM & ANTWERP ...... On 17th inst., at 1 P.M. MESSAGERIES MARITIMES..... KINTUCK ..... LONDON, AMSTERDAM & ANTWERP ..... To-morrow, at 5 P M. NIPPON YUSEN KAISHA ...... Gregori ..... MARSETLLES, Sc., VIA PORTS OF PAIR. ...... CALEDONIES ...... On 11th inst., at Noon. MARSEILLES, LONDON & ANTWERP, &c... BAROTSE ...... Brit. str. ... MELCHERS & Co. ..... BREMEN, VIA POETS OF CALL ..... BAYERN . ............ Ger. str. ... HANBURG-AMERIKA LINIE ... Formes ..... On 11th inst. Hambueg-Amerika Linie ... HAVRE & HAMBURG VIA STRAITS, &c. ..... SILESIA .............. Ger. str. Bable On 18th inst. Kavisel..... HAMBURG-AMERIKA LINIE ... HAVRE, A'WERP & HAMBURG VIA STRAITS, &C SUEVIA ............ Gor, str. On 1st Nov. Rörden ..... HAMBURG-AMERIKA LINIE ... HAVRE, BREMEN & HAMBURG VIA STEATTS, &C. SLAVONIA ........... Ger. str. .... Schönfeldt ..... On 15th Nov. Hamburg-Amerika Linie SEGOVIA ..... Ger, str. ... HAVRE & HAMBURG VIA STRAITS, &c. ..... About 29th Nov. HAMBURG-AMERIKA LINIB ... HAVRE & HAMBURG VIA STRAITS, &c. ..... SENEGAMBIA ....... On 29th inst. v. Hoff SANDER, WIELER & Co. ...... HAVRE & HAMBURG VIA STRAITS, &c. ..... C. FEED. LABISZ .... Ger. str. ... L. de Stabile ..... On 15th inst. BUTTERFIELD & SWIEE ...... TRIESTE, &c., VIA SINGAPORE, &c. SILESIA ..... On 15th Nov. BUTTERFIELD & SWIRE ...... AGAMEMNON ..... GENOA, MARSEILLES & LIVERPOOL ..... About 10th inst. DODWELL & Co., LD. . ..... CRINGWO ..... Brit. str. ... GENOA, MARSEILLES & LIVERPOOL ..... To-morrew. CARLOWITZ & Co..... NEW YORK, VIA PORTS & SUEZ CANAL ..... SATHUMA ..... (in 20th inst. l'etersen ..... SHEWAN, TOMES & Co. ...... ALBENGA ..... On 18th inst. CANADIAN PACIFIC R. Co..... NEW YORK VIA PORTS & SUEZ CANAL ..... ALSTON ...... Brit. str. ... R. Archibald, a N.B. ... On let Nov. CANADIAN PACIFIC R. Co..... EMPRESS OF CHINA S. Robinson, E.N E. ... VANCOUVER, VIA SHANGHAI JAPAN, &c., On 19th inst DODWELL & Co., LIMITED. ... ATHENIAN ..... E.V. Roberts ..... VANCOUVER VIA SHANGHAL JAPAN, &c., On 31st inst. BUTTERFIELD & SWIRE ...... SHAWMUT ..... Am. str. VICTORIA (B.C.) & TACOMA VIA JAPAN .... About 2nd Nov. NIPPON YUSEN KAISHA ...... VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN PINGSUEY ...... Brit. str. .... On 7th Nov., at Daylight. PORTLAND & ASIATIC S.S. CO SEATTLE, VIA SHANGHAI & JAPAN ...... DAKOTA ....... Am. str. .... Metzenthin ..... On 16th inst. BUTTERFIELD & SWIRE ...... PORTLAND, OREGON VIA SHANGHAI, &c ... ARABIA ............ Ger. etr. .. On 17th inst. at Noon. AUSTRALIAN PORTS VIA MANILA, &c. .... CHINGTO ...... Brit. str. ... Melchers & Co. \_\_\_\_ BUTTERFIELD & SWIEN ...... AUSTRALIAN PORTSVIAF. WILHELMSHAPEN, PRINZ WALDEMAN Ger. str. ... About 15th inst. P. & O. S. N. Co. ... .... C. R. Longden, R.N.R. On 10th inst. at Noon. YOKOHAMA & KOBE ..... NIPPON YUSEN KAISHA ...... POONA . ..... YOKOHAMA, VIA SHANGHAI, MOJI & KOBE ..... To day, at Noon. Wooster ..... JARDINE, MATHESON & Co. ... BANTU ..... NAGASAKI, KOBE & YOKOHAMA BUTTERFIELD & SWIEE ...... To-day. Brit. str. . Wosang ..... TIENTSIN VIA SWATOW & CHEFOO ...... To-morrow at 4 P.M. Birmssen & Co..... SHAOBSING..... Brit. str. . NINGPO & SHANGHAI..... On 12th inst. Eckhorn ..... BUTTERPIELD & SWIRE ...... On 11th inst., at 3 P.M. SHANGHAI ..... JARDINE, MATHESON & CO. To-day, at 10 A.M. SHANGHAI..... L'SAKA SHOSEN KAISHA ..... Quick despatch. MELCHERS & Co. ... FRITHJOF .... SHANGHAI VIA SWATOW, AMOY & FOOCHOW .. Ch. Palack ..... On 8th inst. 10 A.M. OBARA SHOBEN KAISEA ...... PRINZESS ALICE ... SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA ... On 10th inst. H.Ohta..... BUTTERFIELD & SWIRE ..... DAIJIN MARU. .... TAMSULVIA SWATOW & AMOY ..... On 8th inst., at Daylight. JARDINE, MATRESON & Co. .. SWATOW, CHEFOO. NEWCHWANG & TIENTSIN. KANSU ..... Brit. str. F. W. Packham ...... To-day at 4 P.M. JARDINE, MATRESON & Co. ... To-morrow at Noon. AMOY, STRAITS & RANGOON ...... SHEWAN, TOMES & Co. ....... Brit, str. .. LOON GSANG..... R. Rodger ..... MANILA ..... On 1 th inst. BUTTERFIELD & SWIRE ...... Brit. str. .. On 1 th inst., at Noon. MANILA ...... SHEWAN, TOMES & Co. ...... TAIMING ..... Brit. str. ... A. H. Notley MANILA ..... On Lith inst BUTTERFIELD & SWIRE ...... MANILA ..... RUBI .... Brit. etr. Quick desputch. MELCHERS & Co. ..... Brit. str. ... SUNGKIANG ..... F. Sembill ..... CEBU & ILOILO About 7th inst. JAVA-CHINA-JAPAN LIJN ..... On 10th inst., at 3 P.M. KUDATA SANDAKAN..... BORNEO ..... JARDINE. MATHESON & Co. ... Tarmani ...... Dut. str. ... BATAVIA, CHERIBON, SAMARANG, &c. .... On 1(th inst., 3 P.M. JARDINE, MATHESON & Co. Brit. etr. .. KUTSANG ..... SINGAPORE. PENANG & CALCUTTA ...... On 12th inst., at Noon. SINGAPORE, SOURABAYA & SASIARANG HINSANG ...... Brit. str. .... CARLOWITZ & Co. ..... Belsito ..... BUMBAY VIA SINGAPORE & PENANG ..... Capul ...... Ital. str. .... 5th October.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

	FOB	STHAMERS	TO SAIL	инманкь.
LONI or (	JON &c., VIA USUAL PORTS A	**************************************	Noon, 7th October	} See Special Advert sement
	HAMAVIASHANGHAI, P			
LONI VIA COI MA	OON and ANTWERP SINGAPORE, PENANG, LOMBO, PORT SAID and RSEILLES	ERA}	About 25tl October	Freight only.
	For turther Particulars, a	apply to	L.	S. LEWIS,

# GREAT STEAMSHIP COMPANY.

FOR SFATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,

"MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows: ... on or about THURSDAY, 2ND NOVEMBER. "DAKOTA," Captain " MINNESOTA,", Captain J. H. RINDER, .. TUESDAY, 19TH DECEMBER. Conveying Cargo to the Facific Coast. United States, and Canadian Overland Common Points;

also Passengers to the United States, Europe, &c. These Steamers are luxuriously fitted with spacious EUITES and STATEBOOMS; equipped with CIRCU ATING LIBPARY MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM-LAUNDRY, &c. Special provision is made for the safe transit of SII K. TREASURE, and Valuable Cargo;

and PARCELS carried at less rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific I xpress (on panies. Trans-Pacific Cabin Passengers ty this line con, if desired, TPAVEL BY RAIL between the perts of Nagasaki. Kole and Yekehama WITHOUT J XTRA (HARGE. Also FIRST-CLASS RETURN TICKETS to thanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, AGENTS.

Hongkong, 4th October, 1905.

Hongkong, 2nd October, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). "EMPRESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct. "ATHENJAN" ...... 3,882 Tons Com. S. Robinson, B.N.E. WEDNESDAY, 1st Nov. "EMPRESS OF INDIA" 6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 15th Nov. "TARTAR" ...... 4.425 Tons Com. W. Davison, R.N.E. WEDNESDAY, 29th Nov. WEDNESDAY, 13th Dec. " EMPRESS OF JAPAN "6,000 Tens Com. H. Pybus, R.N.R. Hongkong to London, 1st Class ........................ via St. Lawrence £60. via New York £62. Intermediate on Steamers,? and 1st Class Rail .....

FIRE magnificent TWIN-SCREW "EMPRESS" STEAMSHIRP passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only] at

Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

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# PORTLAND & ASIATIC STEAMSHIP CO. STRAING INLAND DODGE A STD OREGON

	PROPOSED SAILINGS FROM HONGKONG, S'HAI WA INLAND PUR'LLAND, ULLIUCI. SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR NAVIGATION CO
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	Movember 2910, 1000
1.	"NICOMEDIA" 4,370 Wagemann
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	Inited States Points. For through the same
1	nith or apply to S. SILVERSTONE, ACTING GENERAL AGENT.

Acting Superintendent.

Hongkong, 4th October, 1905

# HONGKONG-MANILA.

Hongkong and Manila. Saloon amidships. Electric Light Perfect S.S. "SALAZIE" ... I4th Nov. G. DE CHAMPEAUX, Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

SAILING DATE. CAPTAIN Tons. STEAMBHIP Sat., 7th Oct., Noon. Manila. 2540 R. Rodger ..... ZAFIRO ..... Bat., 14th Oct., Noon. Manila. RUBI..... 2540 A. H. Notley...

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th September, 1905.

# HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). ... On 20th October.

S.S. "ALSTON" For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 5th September, 1905.

# HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to Antwelle, Ameterdam, Rotterdam, Copenhager, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIEBTE, GENGA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

	SUBJECT TO ALTERATION. SAILING DATES.	
İ	SUBJECT TO ALITERATIONS. GAILING DATES.	
	* SILESIA { HAVRE & HAMBURG	Freight & Passengers.
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	WATE TOTA (HAVEE & HAMEDOILE)	Passongers.
	The EXPLICATION OF THE TAXABLE PARTY	
	Capt. Bahle (Calling at Singapore and HAMBURG On 9th Oct.	Traight
	HAVRE ANTWERP and HARDON TO Str Oct.	Trothmin
	Capt. Bahle (Calling at Singapore, Tondah HAMBURG) On 9th Oct. SUEVIA (Calling at Singapore, Penang and Colombo)	
	Calling at Mingspore, I wanted	Freight &
	Capt Knaisel (Calling at Singapore, Penang and Colombo) On 18th Oct.	Danger
	1 # CIT A U(IN I A   DAY 100)   The CIT A U(I)   Th	Passengers.
	Calling at Singapore, Penang and Column	
į	Capt. Knaisel (Calling at Singapore, Penang and Colombo) On 18th Oct.  SLAVONIA (HAVRE, BREMEN and HAMBURG	Freight.
	Capt. Rörden  SEGOVIA  Capt. Schönfeldt  Capt. Schönfeldt  Capt. Schönfeldt  SENEGAMBIA  Capt. Jaburg  Calling at Singapore, Penang and Colombo)  About 29th  Narambar	
	Cont Schönfeldt (Ustring a Day Co.	Project
	TAVER and HAMBURG	T. TOTE ITM
	SENEGAMBIA ) III Popular and Colombol )	
	Calling at Singapine, 2 change 4	<b>73</b> *_ <b>1</b> .4
	Capt. Javes of the Property of HAMBURG	Freight.
	Calling at Singapore, Penang and Colombia and Colombia	ition of these
	Capt. V. Holl t Common grows is drawn to the splendid accommodate	INDEX OF REPORT
	C.FERD. Like 152 (Calling at Singapore, Penang and Colombo ) Rovember Capt. v. Hoff (Calling at Singapore, Penang and Colombo ) Rovember Capt. v. Hoff (Calling at Singapore, Penang and Colombo ) Rovember Special attention of intending Passengers is drawn to the splendid accommodal Special attention of intending Passengers is drawn to the splendid accommodal Experience of the splendid accommodal a	odiland viri
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For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, QUEEN'S BUILDING,

VESSELS ON THE BERTH

DAMPESCHIFFS.RHEDERET"UNION' ACTIEN-GESELLSCHAFT.

FOR NEW YORK. With Liberty to Call at the Malabar Coast.

FIGHE Steamship "ALBENGA."

Captain Peterson, will be despatched for the above port TO-MORROW, the 7th October. For Freight, apply to CARLOWITZ & CO.,

Agents. Hongkong, 2nd October, 1905. NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattine United Companies.)

STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,

MALAGA.) THE Steamship

"CAPRI," Captain Belsito, will be despatched as above on I HURSDAY, the 12th October, at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight

VALENZA, ALICANTE, ALMERIA and

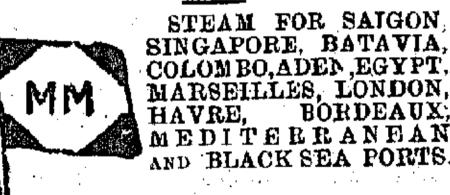
and Passage, apply to. CARLOWITZ & CO., Agents. Hongkong, 29th September, 1905. IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN. JAPAN-CHINA-AUSTRALIA LINE

VIA NEW GUINEA. STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRIS. BANE, SYDNEY AND MELBOURNE. On TUESDAY, 17th October, at Noon, the Stramship "PRINZ WALDEMAR, Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and

Linen can be washed on board. NORDDEUTSCHER LLOYD. For Further Particulars, apply to MELCHERS & CO.,

carries a Doctor and a Stewardess.

Agents. Hongkong, 21st August, 1905. COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



THE Steamship

"CALEDONIEN," Captain Gregori, will be despatched for MARSEILLES on TUESDAY, the 17th October, at 1 P.M. This St amer connects at Colombo with the Australian line s.s. "AUSTRALIEN," bound

for Mars illes via Bombay and Aden. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in

Honekong, 4th October, 1905.

AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG,. CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS. to South Africa, Persian Gulf, Red SEA, BLACK SEA. LEVANT, VENICE and ADRIATIC PORTS).

"SILESIA," Captain L. de Stabile, will be despatched as above o SU DAY, the 29th October.

HIHE Company's Steamship

This stenmer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, SANDER. WIELER & CO.,

Agents. Princes' Buildings. Hongkong, 30th September, 1905

HONGKONG-MACAO LINE S.S. "WING CHAI,"

Captain T. Austin, E.N.R. THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.: Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits FARES-(week days) 1st Class (including cabin

and servant), Single 83, Return Ticket \$5 2nd Class S1. 3rd Class 50 cents. Every Sunday will be on Excursion, at the following rates: 1st and 2nd Class, Single Ticket \$1. Return

\$2, 3rd Class, Single 30 cents, Returns 50 cents, Steerage 10 cents. Meals can be had on board.

Tiffin and Dinner can be supplied either or board, or at the Macao Hotel, for returning Passengers only, at un extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged 33

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on produce tion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the-Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for thefollowing day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lek Srteet. MING ON & CO.

2nJ Floor, 16, Victor Street. Hongkong, 7th October, 1904.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, T. NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

# EUROPEAN SERVICE.

· · · · · · · · · · · · · · · · · · ·	•
OUTWARDS.	DUB
FROM CALCHAS"	On 17th October.
TARRESOLL VALUE OF THE PROPERTY OF THE PROPERT	On 24th October.
	On 31st October.
	On 29th October
	On 6th November.
~~ * ^ / / / / / / / / / / / / / / / / / /	On 14th November.
GLASGOW and LIVERPOOL "GLAUCUS"	
STEAMERS	TO BAIL
MAN P	On 7th October.
LONDON, AMSTERDAM and WALCINOUS"	
ANTWERP	On 15th October.
GENOA, MARSEILLES BRU & "AGAMERINON	
	On 9 Uh October.
TONDON AMSTERDAM and DIOMED	On 2 ren Corre
ASSETTION DO	
ANDON AMSTERDAM BULL "MACHAUN"	OH TO TOTOLINOS
A TOTAL TO DE TOTAL TO THE TOTAL TOT	On 15th November.
A COUNTY OF MARCHELLERADIUM CONTROL OF CHILD OF THE PROPERTY O	OF 12th Motomber.
- erreitabalot.	
LIVERPOOL	On 21st November.
ANTWERP Taking Cargo for Liverpool at London Rat	THE THE PERSON NAMED IN
The state of the s	

# TRANS-PACIFIC SERVICE. Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD.

STHAMERS ICTORIA, SEATTLE, TACOMA, &) On 31st October. "PINGSUEY"..... PACIFIC COAST PORTS, VIA On 30th November. NAGASAKI, KOBE and YOKO-"OANFA"..... HAMA.... WESTWARD. "KEEMUN"..... On 24th October. VICTORIA ? "MACHAON" ...... On 3rd November. TACOMA, SEATTLE, and PACIFIC COAST

For Freight, apply to-

Hougkong, 6th October, 1905.

# CHINA NAVIGATION

<u>M_1_1_1VN</u>		
NINGPO AND SHANGHAI YOKOHAMA AND KOBE SWATOW, CHEFOO, NEWCHWANG and TIENTSIN MANILA SHANGHAI CEBU and ILOILO	"KANSU" "TAMING" "LINAN"	On 9th October. On 10th October. On 10th October. On 12th October.
MANILA. ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and		On 16th October.
7 4444		- 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10

Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangteze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS,

For Freight or Passage, apply to-BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 5th October, 1905.

BUTTERFIELD & SWIRE,

AGENTS.

(9.10)

# OSAKA SHOSEN KAISHA. REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. LEAVING. THE CO.'S S.S.

TAMSUI VIA SWATOW ANL AMOX FOR SHANGHAI VIA SWATOW, AMOY AND FOOCHOW

> SUNDAY, 8th Oct., "DAIJIN MARU" at 10 A.M. Н. Онта 📝 THE CHARTERED 6.3. LEAVING FRIDAY, 6th "FRITHJOF" Oct., at 10 A M. HARALDSEN

\* This Steamer has superior accommodation for First-class Passengers, and is fitted + Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. throughout with electric light. For Freight, Passage, and further information, apply at the Company's local dranch Office at No. 8, Des Vœux Road Central. T. ARIMA, Manager. Hongkons 4 h October, 1986.

### PACIFIC NORTHERN

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailin	g Date.	·····
SHAWMUT HYADES TREMONT LYRA PLEIADES	3,7+3 9,646 4:417	E. V. Roberts Geo. Wright T. W. Gartick G. V. Williams F. G. Purington	Saturday, Saturday, Friday, Saturday, Friday,	October November November December December	24th 9th
		I Cargo only.			

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second ('lass Passengers. The large size of these vessels ensures steadiness at sea. Electric fun in each room. Barber's shop and steam laundry. Cargo carried

in cold storage. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-

QUEEN'S BUILDINGS. Hongkong, 20th September, 1905. DODWELL & CO., LIMITED, GENERAL AGENTS.

# JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

	O'CY A YES		
Steamer	From	EXPECTED ON OR WILL LEAVE FOR ABOUT	ON OR ABOUT
TTAGA (IT	JAPAN	First half of JAVA PORTS	First half of October
TJIMAHI TJILATJAP	JAVÁ	First half of JAPAN via SHANGI	IAI Second half of October First half of
	JAPAN	Second balf of JAVA PORTS October	November
The Steamers	are all fitted thr	oughout with Electric Light and have to	inds-Indian ports of

limited number of Saloon Passengers, and will take Cargo through Bills of Lading. For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

Alexandra Buildings, 3rd Floor.

## Hongkong, 26th September, 1905. INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.) TIENTSIN VIA SWATOW and CHEFOO "WOSANG" ...... Friday, 6th Oct., Noon. \* MANILA ... Friday, 6th Oct., 4 P.M. \* LOONGSANG ... Friday, 6th Oct., 4 P.M. \* SINGAPORE, PENANG & CALCUTTA" KUTSANG ... Tuesday, 10th Oct., 3 P.M. \*SHANGHAI..... SOURABAYA and "HINSANG"... Wednesday, 11th Oct., 3 P.M. SINGAPORE, SOURABAYA and "HINSANG"... Wednesday, 11th Oct., 3 P.M. \* These steamers have superior accommodation for First-Class Passengers and are fitted SAMARANG .....

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze throughout with Electric Light. Taking Cargo on Through Bills of Lading to Lahad Datu, Simporna, Tawao, Kudat

Usuka, Jesselton and Labuan. For Freight or Passago, apply to \_\_\_ JARDINE, MATHESON & CO., GENERAL MANAGERS. Hangkong, 5th October, 1905.

# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS. STRAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

		DATE TO THE PARTY OF THE PARTY
STEAMERS.	٠,	1905
		WEDNESDAY 11th October
RAYERN	. ***	WEDNESDAY 25th October
METEN	***	TOUTING SIDAY SID NOVEMBER
RINZESS ALICE	) ••	WILDNESDAY 22nd November
ACHSEN	• • •	WEDNESDAY 6th Docember
RINZ REGENT LUITPOLD	***	WEDNESDAY 20th December
PRINZ HEINRICH		1906
PRINZ EITEL FRIEDRICH		WEDNESDAY 3rd January
L 101+123	***	WEDNESDAY 17th January
GNEISLNAU	***	WEDNESDAY 31st January
ROON	•••	WEDNESDAY 14th February
PREUSSEN	4,,	WEDNESDAY 28th February
()		

ON WEDNESDAY, the 11th day of OCTOBER, 1905, at Noon, the Steamship "BAYLEN," Captain Formes, with MAILE, PASSENGER, SPECIE, and CARGO, will leave this Port as above, CALLING AT NATLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 9th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th October; and Parcels downs of the Honghoug & Kowloon Wharf & will be received at the Agency's Office until NOON, on Tuesday, the 10th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board,

NORDDEUTSCHER LLO7D. For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongroug 28 h Soptember, 1905.

VESSELS ON THE BERTH NORDDEUTSCHER LLOYD, BREMEN. NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO. ZAMBOANGA, MEN DO, SIMPORNA, USUKAN AND JE-SELTON.

THE Company's Steamship "BORNEO,"

Captain F. Sembill, will be ready to load on FRIDAY, the 6th October. For Freight or Passage, apply to NORDDEUTSCHER LLOYD. MELCHERS & CO.,

Agents. Hongkong, oth October, 1905. REGULAR STEAMSHIP SERVICE TO NEW

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

SATSUMA" ... 10th Oct. ... ... ... 26th Oct. "WRAY CASTLE" ... to follow. For Freight and further information, apply to DODWELL & CO., LU.,

Agents. Hongkong, 20th September, 1905, 2105-2153

SHIPPING IN PORT.

ARCAPIA, British str., 5,454. G. Schmidt, 19th Sept .- Moji and Shimonoseki 13th Sept. - amburg-Am-rika Linie. TLANTIS, American str., 960, Aldeguer, 1st Oct.,-Manila 28th S ptember, General.-BENL DIs British str., 2.508, James Potter, 13th

S.pt.,-Sh.nghai 10th Sept., General.-Gibb. Livingston & Co. BLACKHEATH, British str., 1.719, W. T. Sherborne, 15th Sept.,-Sourabaya and Probelingo 3rd Sept., Sugar.-Dodwe.i

BORNEO, German str., 1,344, F. Sembill. 25th Sept ,-Saudakan 20th Sept., Timber and General -- Motchers & Co. BOURBON, French str., 997, Si-co. 7th Sept., Mond Lta American str., 8,750, W. P. S. -Sairon 3rd Sept., General. -Chy esc. CAPRI, Italian str., 4,195, G. Bels to, 3rd Oct., -Bombay and Singapore 27th Sept., Gene-

ral - Carlowitz & Co. GHILDAR, Norwegian 8'r., 1,102, H. Niebper, 22nd Aug., -- Sourabaya 13th Aug., Sugar. -Order CLAVERING, British str., 2,154. D. Barton, 6th

Sept .. -- from Salina Cruz, Ballast .-- China Commercial S.S. Co. DAIJIN MARU, Japanese str., 899. H. Obta, 4th Oct.,- l'amsui, Amoy and Swat w 3rd Oct , General.—Osaka Shosen Kaisha

DUND 8, British str., 1,954, H. G. Caso, 25th rentumber,- alcutta loth Sept., Coals.-Dodwell & Co., Ld. EIGER, Norwegian str., 875, Fingalsen, 4th Oc ober,-Wulu 28th September, Rice,-

EMPRESS OF CHINA, British str., 3,043, R Arch bald R. V. a., 26th Set t., - Vancouver 4t. Sept. and Shang mi 23rd, Mails and Ge Gral,-C. P. R. Co FOO HING, B itish str., 1,423, T. Arthur, 22nd

S pt., -Samarong 12th September, Sugar. -Jardine, Matheson & Co. FRITHJOF, Norw. str., 891, H. A. Haraldson, 4th Ott.,-Foothow, Amoy and Swatow 3rd Cet, General.—Osa a Shosen Kaisha. HAILAN, Frence steamer, 377, Anderson, 2nd

U.t. - Ho how 30th Sept., General. A. f. Marty. HEL. As, German str., 1,579, Hans Rohde, 1st Oct .- Chicking 26th Sept., Oil, Rice and Wheat -- iemssen & Co.

HINSANG, British str., 1,536, W. S. Sawer, 4 h October, -Java 24th Settember, Sugar. -Jardine, Matheson & Co. ITHAKA, Gorman st. . 1,4 6, H. Eckhorn, 4th Oc .. -- Ewatow 3rd October .-- Hamburg-

A ecika Linie. KAMPOT, French str., 412. 'e Beil, 3rd Oct., -Baigon 9th S.pt., General,-Chicese. KANSU, British str., 1,448, Dowson, 4th Oct.,

-Swatow 3rd Oct., General.-But rheld & Swire. KUTSANG, British str., 3,109, Bradley, 1st Oct., - Singapore 28th Sept., General.-Jar-di e. Ma heson & Co.

KWANGLEE, Chinese str., 1,467, Miligan, 3rd October, -Shanghai 30th September, General.-C. M. S. A. Co. LARRIES, British str., 1,341, J. B. J. ckson. 1st Oct.,-Sa gon 27th Sept., Meal and Gene-

ral -Chinese. LANSCHAN, German str., 2,300, Sperling, 7th Auz .- Saigon 2nd August, Ballast --Jebsen & Co. Loongs NG, British str., 1,092, A. E. Sandbach,

2nd Oct., - Manila 29th Sept., General.-Jackine, Matheson & Co. LOOSOK, German str., 1,020, G. Schultzen, 30th Son,- Bangkok 20th Sept., Rice and

Timber.—Butterfield & Swire. LOYAL German str., 1,582, L. L. renzen. 2nd Oct. -Toursne 29th Sept., Sait.-Sander, Wie er & Co. Luci Vittogii, Italian str., 554, John

Bear man, 1st October.-Kwang Coow Wan 3 th September, General. -V. P. Musso & Co. Por er. 25th Sept. San Francisco 26th

August, Mails & General .- P. M S. 3. Co. PONAPE. German Bir., 125, H. Marious, 6 h Sep "-Pompel3thAug.-Germant ons RAJABU I, German str., 1, 189, G. Wendig, 1st O.t., -Bangkok 21st S.pt., Rice and Meat -Buiterfield & Swire.

SHAOHBING, British str., 1,-107, Northcombe, 2nd Oct. -Shanghai 28th Sept. and Amoy 1s Oct., G. noral.—Butterfield & Swire. Sursand, British str., 1.776, T. Mitchell, 3rd Occ.,-Java 23rd Sept., Sugar,-Jardine, Matueson & Co.

NOTICES TO CONSIGNEES OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS" are hereby notified that the Cargo is being informed that their Goods are being landed at discharged into Craft, and/or landed at the their risk into the hazardous and/or extra Godowns of the Hongkong and Kowloon hazardous Godowns of the Hongkong and Wharf and Godown Co., Ld., where in both Kowloon Wharf and Godown Company, cases it will lie at Consignees' risk. The Cargo | Limited, at Kowloon. will be ready for delivery from Craft or Godown on and after the 3rd October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 6th October.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 9th October, or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Hongkong, 29th September, 1905.

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

FIHE H.A.L. Steamship

"SEGOVIA, Captain Schoenfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardons Godowns of the Hongkong and Kowleen Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised, No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 7th Oct. will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th Oct., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hougkong Office. Hongkong, 30th September, 1905. 12254

STEAMSHIP" OCEANIEN." COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE.

CONSIGNEES of Cargo from London ex s.s. Charente and D relogne fr m Burdeaux ex s.s. Ville de Cette and Velle d'Arras in connection with above steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Go-

may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-DAY, at 3 P.M. requesting it to be landed here. Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after Monday, the 9th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 9th inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 8th inst., at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Hongkong, 2nd October, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO GONSIGNEES. S.S. "GHAZEE." FROM GLASGOW, LIVERPOOL

AND SINGAPORE. A ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hougkong and Kowloon Wharf and Godown Company,

Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject:

All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognised. A l broken, chafed, and damaged Goods are to be left in the Godows s, where they will be

ex mined on the 9th inst. at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by LODWELL & CO., LIMITED,

Hongkong, 4th October, 1905. OCEAN STEAMSHIP COMPANY,

CHINA MUTUAL PEAM NAVIGA-TION COMPANY, LIMITED.

LIMITED.

CONSIGNEES per Company's Steamer "KINTUCK,"

are hereby notified that the Cargo is being discharged into Craft. and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignoes' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst. Optional carge will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 11th inst. No Claims will be admitted after the Goods bave left the steamer's Godown, and all Goo is remai ing undelivered after the 11th inst. will

be subject to rent. ---All Claims against the Steamer must be presented to the undersigned on or before the 14th inst., or they will not be recognised. No Fire Insurance has been effected.

Hongkong, 4th October, 1905.

BUTTERFIELD & SWIRE.

# NOTICE TO CONSIGNEES.

JAVA-CHINA JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI.

FELLE J. C. J. Liju Steamship

"TJIMAHI," Captain Brouwers, having arrived from the above ports, Consignees of cargo are hereby

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the loth inst. will be subject

to rent. . All Claims for damage rust be sent in before the 14th just., or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigued. The steamer will be despatched for Butavia, Cheribon, Samarang, Sourabaya and Macassar

on the 7th inst.

Head Agency of the JAVA-CHINA-JAPAN LIJN. York Buildings, 1st Floor. Hongkong, 4th October, 1905.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Dalny Andromeda, cruiser, 12,500 tons, 16 guns, 1,6500 i.h.p., Capt. Nelson Ommanney, Dalny Arun, torpedo boat destroyer, 550 tone, 6 guns.

7,000 i.h.p., Lieut.-Comdr. R. Henniker Henton, Dalny Astraca, 2nd class cruiser, 4,350 tons, 10 gans, 7,000 i.h.p., Captain Lissel G. Tufnell.

You consist Bonaventure 2nd class erniser, 4360 tons, 10 guns, 7000 i,h.p., Capt. H. H. Torlesse,

Cadmus, British sloop, 1,070 tons, Capt. H. du Cane Luard, Yangtezo Clio, Beitish sloop, 1,070 tons, Captain El. D. Wilkin, D.S.C., Yangtsze Dee, torpedo boat destroyer, 560 teus, Lieut.-

Comdr. H. E. Salivan, R.N., Dalny Diadem, 1st class craiser, 11,000 tons, 16 guns. 10,800 h.p., Capt. H. W. Savory, Dalny Erne, torpedo boat destroyer, 550 tons, Liout.-Comdr. R. H. Bather, Dalny Ettrick, torpedo boat destroyer, 560 tons, Lieut.-

Com lr. Lewin, Dalny Exe, torpedo boat destroyer, 550 tons, Comdr. A. F. Everett, Dalny Fame, torpedo-boat destroyer, 360 tons 6 guns, 5.700 h.p., I iout.-Comdr. Stavenson.

Weibaiwei Handy, torpedo-boat destroyer, 260 tons, 6 gans, 4,000 h.p., Liout. Comdr. Cox, Weilaiwei Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4000 h.p., Lient.-Comdr. Richards, Hong-

Hecla, special torpedo vessel, 6100 tons, 2400 h.p., Capt E. F. R. Charlton, Weihaiwei Hogue, eruser, 12,000 tons, 14 guns, 21,000 h.p., Captain Shortland, Dalny Iphigenia, 2nd class cruiser, 3,600 tons, 8 gaus.

7,000 i.h.p., Capt. Fawckner, ex route Singapore Itchen, torpedo boat destroyer, 550 tons, Liout. Comdr. C. Seymour, Dalay

Janus tornedo-beat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt.-Comde, Darwall, Hongkong Kinsha, river gunbout, 331 tons, Liout.-Comur. E. V. F. R. Dugmore, on Yangteze Moorhon, river gunboat, 180 tons, 2 gans. Lieut. Comdr. F. B. Noble, West River

Otter, torpedo-boat destroyer, 350 tous, 6 guns. 6300 i.h.p., Lt.-Comdr. Kiddle, Weihniwei Rambler, surveying-ship, 583 tons, Comdr. Chas. E. Monro, Bornos Robin, river gunboat, 85 tous, 2 guns, 240 h.p., Lient.-Comdr. Vanghan, West River

h.p., Lieut.-Comdr. H. T. A.lay, Macao Snipe, river gun-boat, 85 tons, 2 gans, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtsze. Butlej, 1st class cruiser, 12,000 tons, 14 guns.

Sandpiper, river gunbout, 85 tons, 2 grus, 210

21,000 i.h.p., Captain Wm. L. Grant. Dany Tamar, receiving ship, 4,600 tons 6 guns-Commodore C. G. Die ten, at Hongkong Teal, river gunboat, 180 tens, 2 gans, Lieut.-Comdr. Secretan, on Yangtsz-

Varago, torpedo-boat destroyer, 36 tons, 6 guas 6,300 i.b.p., Lient.-Comdr. J. A. Gregory Weihaiwei Waterwitch, surveying ship, 620 tons, 450 i.h.p., Comdr. A. W. Glennie, Swatow

Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 h.p., Lieut,-Comdr. C. E. L. Thomas, Weihaiwei Widgeon, gunboat, 195 tons 2 guns, 800 h.p., Lt.Comdr. G. B. Spicer-Simson, Yangtese

# MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," A.1. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length ... ... ... 722 feet. Length on Blocks .... ... 714 " Width of Entrance on Top ... 964 ... Width of Entrance on Bottom .. 881 .. Water on Blocks at Spring Tide 341 , DOCK No. 1.

Extreme Length ... ... 523 foot. Length on Blocks .... ... 513 Width of Entrance on Top ... Width of Entrance on Bottom ... 77 .. Water on Blooks at Spring Tide 281 ... DOCK No. 2. Extreme Length ... ... Length on Blocks

Width of Entrance on Boltom ... Water on Blocks at Spring Tide PATENT SLIP. Suitable for vessels up to 1,000 tons gross.

Width of Entrance on Top ...

THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

WORK. A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P. opecially built for SALVAGE PURPOSES squipped with necessary gear, always ready Short Motice.

### POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR PARCEL MAILS, HOMEWARD.

Porcels for the United Kingdom via Gibraltar posted up to 5 p.m. on Friday, the 3rd of November are due in London about the 11th Dec inber, and those posted up to 5 p.m. on Friday,

the 17th November are due in London on Christmas Morning. With an additional fee of 60 conts parcels may be forwarded via Brindisi and if posted before 5 p.m. on the 17th November would accompany the leter mail due in London on the 18th December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 17th November, as the parcel mail of the 1st of December is not due in London till the 8th of January via Gibraltar and the 2nd Japuary via Brindisi.

The rates of postage on ordinary parcels are as follows:-For a parcel not exceeding 3 lbs. in weight

All percels containing jowellery or any article of gold or silver must be insured, all insured parcels must be scaled. The scale must bear the impression of a device or private mark. Coins must not be used for scaling purposes.

The China, with the American mail leaves Mauila on Saturday, the 7th inst., at 10 a.m., and may be expected here on or about Monday, the 9th inst., at daylight. The Prinzess Alice, with the German mail of the 12th September left Singapore on Thursday, the 5th inst., at 10 a.m., and may be expected here on or about Monday, the 9th inst., at noon.

Mails for Canton, Samshul and Wuchow are closed on week-days at 7.36 a.m. On Sunday the mail for Macao is closed at 8 a.m. Mails for Namtao, Sanbue, "Konomoon, "Kumchuk, "Samshui, "Wuchow and

\*CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. \*No mails are despatched to these places on Saturday evenings, unless previously notified.

### MAILS WILL CLOSE

. •		j —		Shar & H. Whatt
	Bangkok	Loosek	Friday 6th, 10.00 A.M.	Fenwick & Co., Geo.,
	Swatow, Chefoo and Tientsin	Wosang	Friday, 6th, 10.00 A.M.	1
		1	Friday, 6th,	G. Island Cement.
	·	, , ;	Printed Matter and Sam-	Hongkong & C. Gas
				Hongkong Electric
	A Commission Northwest Works Victor	1	Parameters 10.00 A.M.	Do. New
	Amor, Shanghai, Nagasaki, Kobe, Yoko-	- '-	Registration 0.00 A.M.	H. H. L. Tramways
	HAMA, HONOLULU and SAN FRANCISCO		(Registration, with late	Hongkong Hotel Co
•	Supplementary mail on board up to the	$-Mongotra \cup \ldots \prec$	fee of 10 cents, up to	Hongkong Ico Co
	time fixed for departure of the mail.	1	10.30 A.M.)	Hongkong Rope Co
	Extra Postuge 10 cents.)	1.	. Registration Kowloon	H'kong S. Waterboat.
			B.O 10.00 A.d.	It kong b. Waterboats
		- 1	No late fee.	
		· .	of there 31 (the ana	Insurances—
	1 (14	Washing .	Friday. 6th, 1.00 P.M.	Canton
•	Amoy and Straits	TT T	This day, oth, top p.M.	China Fire,
	Macao	ricingsian	Friday, 6th, 1 15 P.M.	China Traders
	Macao Ningpo and Shanghai	Suconsing	Friday, 6th, 3,00 P.m.	Hongkong Fire
	Manila	Loongrang	Friday. 6th, 3.00 P.M.	North China
	Pakhoi	Hailan	Friday, 6th, 4.00 r.m.	Union
	Hougay	Loyal	Friday, 6th, 5.00 p.m.	Yangtsze
	Batavia, Samerang, Sourabaya and Macassar.	Tjemoki	atorday. 7th, 10.00 A.M.	
	Manila	Zafire	Saturday, 7th, 10.00 A.M.	Land and Building
	EUROPE, &c., India via Tune-cu	- f.	Cl. A. L. W. T.	Hongkong Landiny.
	(Late Letiers 11.00 to 11.30 A.M. Extra)	, i	Printed Matter and Sam-	Hammahamada Batata
		•		Humphrey's Estate
	Postage 10 cents.)		ples 10 00 A.M.	Kowloon Land & B.
	(Supplementary mail on board up to the		Registration 10.00 A.M.	Shanghai Land
	time fixed for departure of the mail.		Alexistration, with mice	WestPoint Building
	Extra Postage 10 cents.)	Nation	tee of 10 cents, up to	
	(Letters posted in all the Pillar Boxes  -	1	10 45 A.M.)	Blining—
	in time for the first elearance will be t	1	Registration, Kowloon	Charbonnages F
	nelad d in this contract mail.)		<b>B.O.</b> , 10.00 A.M.	Baubs
	The Parcel mail will be closed on Friday		No late fee.	Philippine Co.
	the 6th October, at 5 p.m.		Le tere 11.00 A.M.	
,	•	Houngeleun		Refineries-
	Macan	-T-1 + -		China Sugar
	Shanghai			Luzon Sugar
	Singapore	Zitanaki		Daton Cagaran
	Amoy, Straits and Rangoon	Zibenghla		Steamship Companies
<u></u>	Yokohama and Koto	Borneo	Saturday, 7th 5.00 r.m.	China and Manifers
	Yokohama and Koto	Дагуран ж	l	
	Singapore, Penang and Calcutta	Kutsang		Douglas Steamship.
	Swatow, Chefoo, Newchwang and Tientsin	Kansu	! Tursday, 10th, 310 P.M. !	H., Canton & M
	Manila	Taming	Tuesday, 10th, 3.00 г.м.	Indo-China S.N. Co.
			Wednesday, 11th,	!
			Frinted Matter and Sam-	Shell Transport Co.
			ріев 10.00 л.м.	De. Proference
	ECROPE, &C., INDIA VIA TETICORIN)	· • j ;	Registration 10.00 A.M.	Star Ferry
	(Late Letters 11.00 to 11.30 A.M. Extra)	· · · · · · · · · · · · · · · · · · ·		Do, New
	Postage 10 cents)	P	(Registration, with late	Shanghai & H. Dyeing
- 1	(Letters posted in all the Pillar Boxes	Bayere	fee of 10 cents, up to	South China M. Post.
	in time for the first clearance will be	· 1	10.45 д.м.)	Steam Laundry Co
	included in this contract mail.)	ila	Registration, Kowloon	<b>D</b> o
	indiated in this existince mains and any		В.О10.00 д.м.	
			No late fee.	Stores & Dispensaries
	in the second of	į (	11.00 A.M.	Campbell, M. & Co.
	Shanghai	Chonsand	Wednesday, 11th, 2,00 r.m.	Powell & Co., Win.,
	Singapore, Sourabaya and Samarang	atimeana	Wednesday, 11th, 2.00 P.M.	<b>,</b> , , , , , , , , , , , , , , , , , ,
			Wodnesday, 1th, 3.00 P.M.	Watkins
	Singapore, renang and Combay	Parel	Thursd y, 12th, 11 00 A.M.	Watson & Co., A. S.
	Observed at though and Commonly accommon to	Line		United Asbestos
	Shangbai	LICHALIT A	Thursday, 12th, 300 p.m.	Do. Founders
		1 mg		•
	TO MORROW.	Aspechaer on W	enday, the 2nd Oct., p.m. for	VERNO

Ground, 9.15 p.m.

the state of the s
CLOSING QUOTATIONS.
5th Cotober.
On London.—
lelegraphic Transfer
Earl Bills, on demand 1 114
Lork Fills, at 50 days' sight 1 11 day
Eank Bills, at 4 months' right 1, 114
Credits, at 4 months' sight 1112
Locumentary Bills, 4 months' sight 1111
On Paris.—
Bank Bills, on demand 2435
Credits, at 4 months sight 248
On Germany.—
€m demand
OR NEW YORK-
Lank Bills, on demand
Credits, 60 days sight473
OR TEMPLAY.
Acler 107 bic Transfer
lerk, on demand
OM CARCUTTA.—
Telegraphic Transfer
lenk, on demand,d
OH FHANGBAL-
Lenk, at right
Private, 30 days' sight 728
Юк: Токонама On demand [4]
GN MANILA.—On dimand—Peros.—141
Он SingarounОн demand 9 рс. рл
ON EATAVIAOn demand 116.
On HairmongOn demand 1 to 1 to
On Salgon.—On demand Par.
On Bangkok,—Cn demand

Sovereions, Bank's Buying Rate .. 1025

COLD LEAF, 160 Sne, per tael. .... 53.80°

OP:	IUM.		•
		$54\mathrm{h}$	October.
Quotations are: A	llow'ce	net. t	o I catty.
Malva New \$10	$80^{\circ}$ to		per picul.
Kalwa Old			<b>#</b> )
Zalwa Older\$12	00 - to 🦡	-	- · ·
Malwa V. Old\$1:4	60 <b>t</b> o	<del></del>	37
Persian fine quality \$10°		—	91
Persian extra fine\$11-			91
Patna New	lő to	F	er chest.
Patne Old			)1

# VESSELS EXPECTED.

Benares New ..... 1995 to -

THE AMERICAN MAIL. The P.M. str. China arrived at Manile at morning, the 9th Oct.

on Thursday at I a.m., and may be expected Mrs. Brown; from Marse lles via Bombay. Mr. here on Menday, the 9th Oct. at noon, saki and Shanghai on Sunday, p.m., and m. y be Adler; from I ondon, Mr. Spencer Smith; from expected here on Tuesday, the 10th Oct."

THE CEBMAN MAIL.

THE CANADIAN MAIL. The C.P.R. str. Empress of India left Fitzgerald and Members of Circus Troupe.

Grand Proment de Concert, Volunteer Parado | Hongkong via the usual perts of calt.

M believe transpare The H.A.L. s'x. Senegambia, from Hamburg. left Singap-re for this port on the 29th Sept. and may be expected here to day. The Bucknell Line str. Barofec left Shanghai

on the 3rd Oct., and is due here to day. The E. & A. str. Empire, from Australian ports, left Manila on the 4th Oct. for Hong. keng, and is due here to cay, pm.

The Ben Line str. Remader, from London and An werp, left hingspore on the 3rd Oct. for this port. 'the Buckt all Line s'r Bantu, from London and ports, left Singapore on the 3rd Cet., and is tue here on the 9 h Oct.

The str. Lightning left Singapore for this port on the 4th Oct., p.m. and is expected here on the 9th Oct. The Indo-China str. Laisung lefts Calentta Thes. 10 for this port via the Straits on the 1st Oct., and

may be expected here on the 6th Oct. The Boston S.S. Co.'s str. Shawmut arrived at Yokohama on the 24th Sept. The str. Fatsuma sailed from New York on the 5th June.

The str. Lothian left Liverpool on the 2nd Sept. for this pert via the usual perts of call. The C.P.R. str. athenian left Voncenver on Monday, the 18th Sept., p.m. for Horgkong via the usual ports of call. The str. Athell left New York on the 12th

Sept. for China and Japan. The P. & A. str. Arab a left Portland on the 1st Oct., and is expected here on the 2nd Nov.

STEAMERS PASSED THE CANAL. Sept. 12th - Benalder, Glenlocky, Kenong Si. Tiberius. 15th-Calchas, Lothian, Pomo. 19th -Annum, Kennebec, Japan, Alesia, Descation, Rhactia. 22nd -- Priviess Al'ce, Studioell Salazie, Indras, Prinz E tel Friedrich. 26th-Benmahr, St. Hugo, Stentor, Inkula, 29th-Armand Behic, G Ford. Lacisz, Incrawadi. Menelaus, Ping Sucy, Castile, Darvel, Munchen, Rugio, Kracike. Oct. 3rd-Palermo, Ataka. Malacca.

ARPIVALS AT HOME. Oct. 3rd -- Acilta, Benarty, China, Himalaya,  ${\it Idomoneus}.$ 

# PASSENGERS.

ARRIVED. Per Coromandel, for Hongkong from I onden. Major and Mrs. Chitty and infant. Mr. J. Daniel, Mr. and Mrs. Gleyn, and Miss Mequeon; from Gibral'ar, Mr. F. M. Canhole and Rev. A. Lester; from Colombo, Mr. J. D. Robertson; from Fembay, Mr. Boyd; from Singapore, Lieut. Pudsey and Miss Knyck: for Shanghai from London, Mr. E L. Allen, Mrs. Reweliffe, Misses Mccpherson (2), Mr. M. Stratton, Rev. 9 a m. on the 4th Oct., and is expected to sail and Mrs. Moule and 2 children, Mr. J. Dennis. Saturday morning, the 7th, when she will be ton, Misses Middleton (2), Meses J. Gibson. expected to arrive at Hongkong early Monday A. Lazarus, R. J. Hardoon, W. H. N. Chun and E. C. Railton; from Murseilles, Mrs. F. C. Cooper, Miss Bondfield, Mrs. A. L. Brown. The I.G.M. str. Prinzess Alice left Singupore Messrs. A. L. Fleming, A. L. Dearlove. Mr. and Tozer; from Pavang, Messra, Torgue, Vidal and The I.G.M. str. Boyern left Kobe via Naga. Erland: for Yokohama from Marseilles, Mr. Brindisi, Mr. Fitzgerold.

Per Choysang, from Shanghai, Ma. and Mrs. Hongkong, 6th April, 1905.

JOINT STOCK SHARES.				
	Hongkong, 5th October.			
COMPANY.	PAID UP.	QUOTATIONS.		
Alhambra	\$200	<b>\$100.</b>		
Banke				
	\$125 }	\$915.		
Hongkong & S'hai.		London, £94.		
National B. of China A. Shares		\$38, buyers		
Bell's Asbestos E. A	12s. 0d.	87. buyers		
China-Borneo Co		\$11.75;		
China Light & P. Co China Provident	\$10	\$10, sellers		
China Provident	\$10	\$9, buyers		
Cotton Mills-				
Ewo	Tls. 50	Tla. 53, buyers		
Hongkong	10 47 77 10 10 10 10 10 10 10 10 10 10 10 10 10	\$144, soflers Tls. 44,		
Laon Kung Mow		Tis. 14. / Tis. 59.		
Soychee	Tla. 500	Tla. 250, buyers		
Dairy Farm	\$6	\$171.		
Docks and Wharves-	<u> </u> -			
Farnham, B. & Co	Tls: 100	Tls. 147.		
H. & K. Wharf & G.	!	\$104, sellers		
H. & W. Dock	\$50	\$180.		
Now Amoy Dock	\$82	\$17, sellers		
S'hai & H. Wharf	Tls. 100	Tls. 1874, buyers		
Fenwick & Co., Geo.,	\$25	\$27. <b>\$</b> 25, sales		
G. Island Cement.	! <b>, \$1</b> 0	\$28, sellers		
Hongkong & C. Gas	<b>.e1</b> 0	\$175, buyers		
Hongkong Electric Do. New		\$152.		
H. H. L. Tramways	\$5 \$100	\$94. \$215, buyers		
Hongkong Hotel Co	¦` \$50√	\$147.		
Hongkong Ico Co	\$25	\$2374, sellers		
Hongkong Rope Co H'kong S. Waterboat.	\$50 \$10	\$152.		
IL ROLL D. WHILE VONE	410	\$14, sellers		
Insurances—				
Canton	\$50	\$3374, bayers		
China Fire, China Traders	\$20 \$25	\$88, buyers \$80, sales & buy.		
Hongkong Fire	\$50	\$340, soilers		
North China	25	Ilm. nz., bayors		
Union	\$100 j	\$760, buyers		
Yangtszo		\$1724.		
Land and Building-		•		
HongkongLandInv.	\$100	\$126,		
Humphrey's Estate	\$19	\$12°, buyers		
Kowloon Land & B.	<b>\$30</b>	\$40, buyers		
Shanghai Land	<b>E</b> la. 50	Tls. 1224.		
WestPoint Building	\$50	, <b>\$</b> 55.		
Blining—	· ·:	•		
Charbonnages	Fes. 250	\$490.		
Baubs	16/10	<b>\$4.</b>		
Philippine Co	\$10	\$7, sellers		
Refineries-	: 			
China Sugar	\$100	\$229, sellers		
Luzon Sugara	\$100	\$15½, sales		

Steamship Companies China and Manifers \$50 \$32, sehers, ex div. Douglas Steamship. H., Canton & M..... \$15 . \$27, sales LIMITED. Indo-China S.N. Co. £10 ; \$55, sellers ESTABLISHED 1880. Shell Transport Co. £1 + 21s, sellers

De. Preference... 210 | 28 10s. \$10 | \$33, sellers Star Ferry..... Do, New..... \$5 · \$25, sellers ibanghai & H. Dyeingj \$50 | \$50. \$25 : \$20, rellers South China M. Post. Steam Laundry Co... \$5 - 88. Do..... \$3 | \$7% buyers

\$10 . \$112, sales, ex div.

LOW WATER.

11 47 6 3 4 6

053a 2 4

169 5 2 4

2 20 a 2 5

PRICE .

PER CASE

J Dev.

\$14.00

CO.

\$10 \$30.

\$10 **\$7**, sellers

\$10 | \$14\frac{1}{2}, sales

\$4 \ \$9, sellers

\$10 | \$160.

VERNON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

EnFrom tile to the 12th Cutober

8 37 n ; 16 1

Highest open air emperature on 4th 83

Lowest open air Temperature on 4th...73

MESSES. FALCONIE & Co.'s REGISTER, 5th Oct.

Barometer 9 A.M., 30,02 Therm (Wetbulb) 9 A.M. 70

Barometer 1 P.M...29 98 Therm. (Wetbulb) 1 P M.7

Barometer 4 P.M., 29.94 Therm. (Wetbulb) 4 P.M.71

Thermom. 9 A.M... 77 Therm. Maximum .....79

Thermoin. 4 PM... 79 night......63

WHITE HORSE CELLAR

dinburghe

THE NOTED BRAND

OF THE

OLD COACHING DAYS.

Sole Agents:

CRAWFORD

THE RESERVE OF THE PARTY OF THE

WHISKY,

Thermoni. I PM ... 70 The.m. Minium over

i Brometer .....

Temperature ...

Rumidity .....

Wind Direction

Weather .....

PRICE.

 $\mathbf{OF}$ 

Force ...

HONGKONG METEOROLOGICAL

REGISTER.

Hongkong-Observatory, 5th-October,

Previous Day On Date at On Date

16 a.m.

30 66

To correct Zone Time add 23 min, and 18 sec.

HIGH WATER.

BRANCHES AND ACRNCIES. Kobe Nagasaki New York Lyons Honolulu Bombay London San Francisco Tientsin Paking Shanghai Mukden Chefoo Dalny Tie-ling' Port Arthur

LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITEI PABE'S BANK, LIMITED. THE UNION OF LONDON AND SMITHS BANK, LIMITED,

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5%, peraggue TAKEO TAKAMICHI, Manager, Hongkong, 22nd May, 1905.

ING COEPORATION Reserve Fund STRELING RESERVE...\$10,000,000

SILVER RESERVE ... 8,5 10,000 **-----\$18**,5 10,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,00 COURT OF DIRECTORS.

MANAGER

LONDON BANKELS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

Cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 8 months, 24 per cent per Augum. For 6 months, 31 per cent, per Annum, For 12 months 4 per cent, per Annum. J. R. M. SMITH,

INDIA, LIMI'LED.

BANKERS:

ON FIXED DEPOSITS :--

For 12 months.....4 A. R. LINTON,

# BANKS

THE BANK OF TAIWAN LINITED (INCORPORATED BY SPECIAL IMPERIAL CRARTER HEAD OFFICH: TAIPEH, FORMOSA. Branches and Adencies:

Koba Apping Tamsui Nagasaki Tokio Foochow Osaka Yokohama Shanghai Keelung HONGKONG OFFICE:

4. QUEEN'S ROAD. Interest allowed on Current Account. Deposits received on terms which may be learnt on application. S. SHIGENAGA. Managur. Hongkong, Let November, 1904.

HONGKONG SAVINGS BANK.

INTHE Business of the above Bank is conductod by the HONGKONG AND SHANG. HAI BANKING CORPORATION. Rule may be obtained on application.
INTEREST on deposits is allowed at 3-

PER CENT. per annum. Depositors may transfer at their optime balances of \$100 or more to the Hongkong and SHANGHAJ BANK to be placed or FIXED DEPOSIT at 4 PER CENT. por annua. For the Hongkong and Shanghan BANKING CORPORATION. J. R. M. SMITH.

Colof Manager. Hougkong, 1st May, 1902

PRIME CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855 HEAD OFFICE-LONDON.

RESDEVE LIABILITY OF SHARM-INTEREST allowed on Current Account at the rate of 2"/, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent T. P. COCHRANE,

Manager.

TOROHAMA SPECIE BANK

Hongkong, 19th May, 1965.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP ..... CAPITAL UNCALLED ..... ,, RESPRING FUND..... HEAD OFFICE-YOROHAMA.

Nawchwang

TRONGKONG & SHANGHAI BANK.

H. A. W. SLADE, Est, -Chairman. A. HAUPT, Esq.—Deputy Chairman. Hon. C. W. Dickson, H. Schubart, Esq. E. Shellim, Esq. E. Goets, Esq. G. H. M-dhurst, Esq. N. A. Siebs, Esq. A. J. Raymond, Esq. Hon. R. Showan F. Salinger, Esq.

CHIEF MANAGER Hongkong-J. R. M. SMITH

Shanghai-H. E. R. Hunter.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per

Chief Manager. Hongkong, 19th August, 1905.

FITHE MERCANTIJF BANK OF

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HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tone, Captain H. D. Jones.
S.S. "POWAN, 2,338 tone, Captain G. F. Morrison, R.N.R."
S.S. "FATSHAN," 2,260 tone, Captain R. D. Thomas,
S.S. "HANKOW," 3,073 tone, Captain C. V. Liloyd,
S.S. "KINSHAN," 1,995 tone, Captain J. J. Lossins,
Departures from Hongkong to Canton daily at 8,30 a.m. (Sunda excepted), 9 p.m. and 10,30 p.m.

(Saturday excepted). Departures from Cauton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted). These Steamers, carrying His Mojesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Salcon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE. S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays at 2 p.m. Departures on Sandays at Noon, Departures from Macao to Hongkong daily at 8 n.m.

### CANTON-MACAO LINE.

8.8. "LUNGSHAN," 219 tons, Captain T Hamlin. This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Carton every Monday, Wednesday and Friday at 7.30 a.t. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT

CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,' 588 tons, Captain W. A. Valentine. S.S. "NANNING," 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and. Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Further particulars may be obtained at the Office of the-

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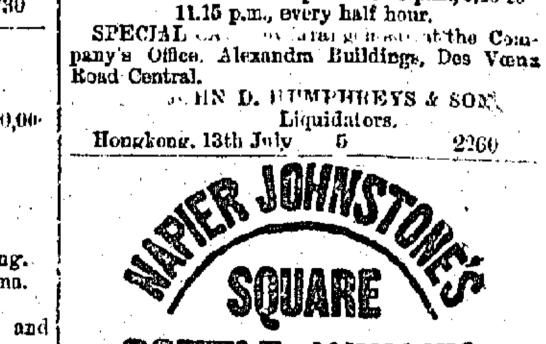
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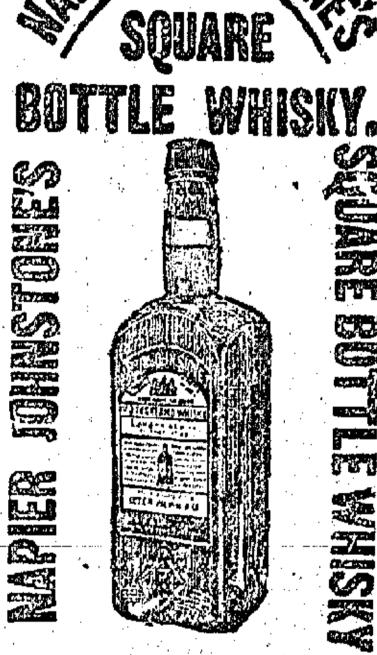
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